

West 7<sup>th</sup>  
View 10









weaver

weaver

W&A ARCHITECTS

MK's Sushi

MK's Sushi  
www.mkssushi.com  
The original sushi  
10000 10th & Broadway Center  
Houston, TX 77036





LUCKY STRIKE

MOVIE TAVERN

Sweet Tomatoes.

W 7th St

Curry St

645





MEDITERRANEAN GRILL

WELLS



**SITE DATA**

SITE AREA:	15.35 AC (668,750 SF)
LANDSCAPE AREA:	85,788 SF (12.8%)
BUILDING AREA:	154,712 SF
PARKING STALLS:	728

Lynnwood WA

WEISMANDESIGNGROUP



site sections  
08.03.2011  
09-0080-01





south\_elevation  
1/16" = 1'

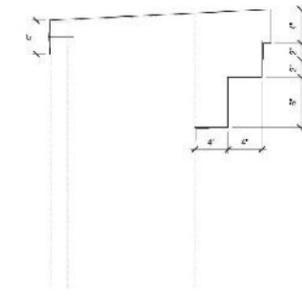


west\_elevation  
1/16" = 1'

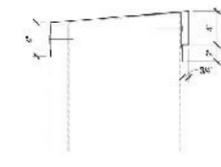
entry\_elevation  
1/16" = 1'



east\_elevation  
1/16" = 1'



NOTE: PRE-FINISHED METAL UFG  
CORNICHE PROFILE "A"  
SCALE: 1/16" = 1'



NOTE: PRE-FINISHED METAL UFG  
COPING PROFILE "A"  
SCALE: 1/16" = 1'



north\_elevation  
1/16" = 1'

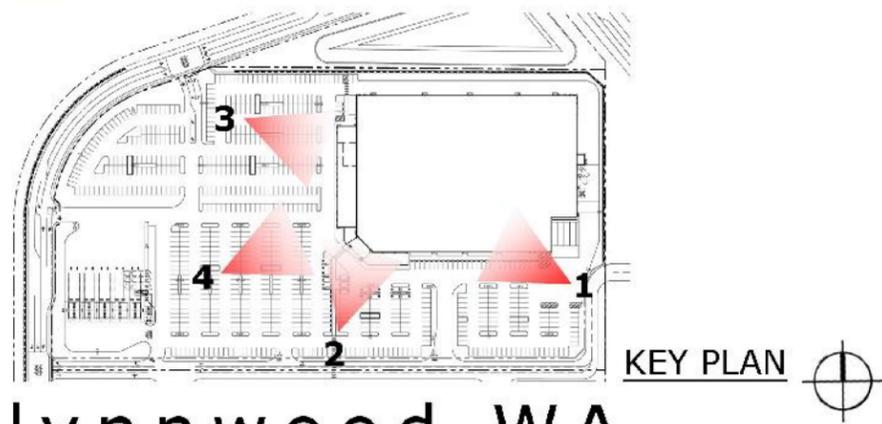
NOTE:  
SIGNAGE AS SHOWN REQUIRES A VARIANCE  
TO ALLOWABLE AREA BY JURISDICTION

Lynnwood WA



preliminary elevations\_P3.1-06  
05.27.2011  
09-0080-01

MULVANNY G2 ARCHITECTURE

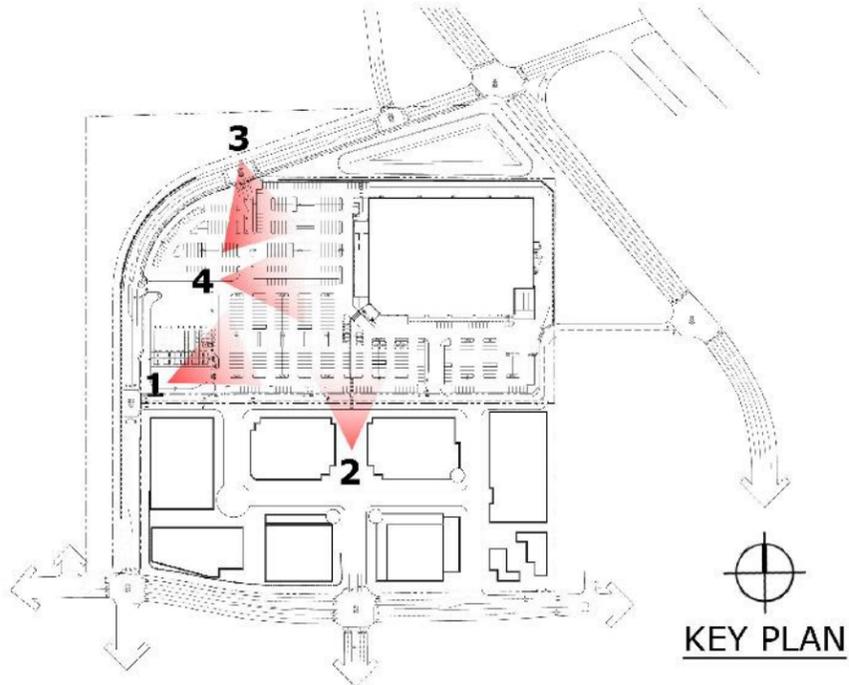


Lynnwood WA



site views  
08.17.2011  
09-0080-01

MULVANNY G2 ARCHITECTURE

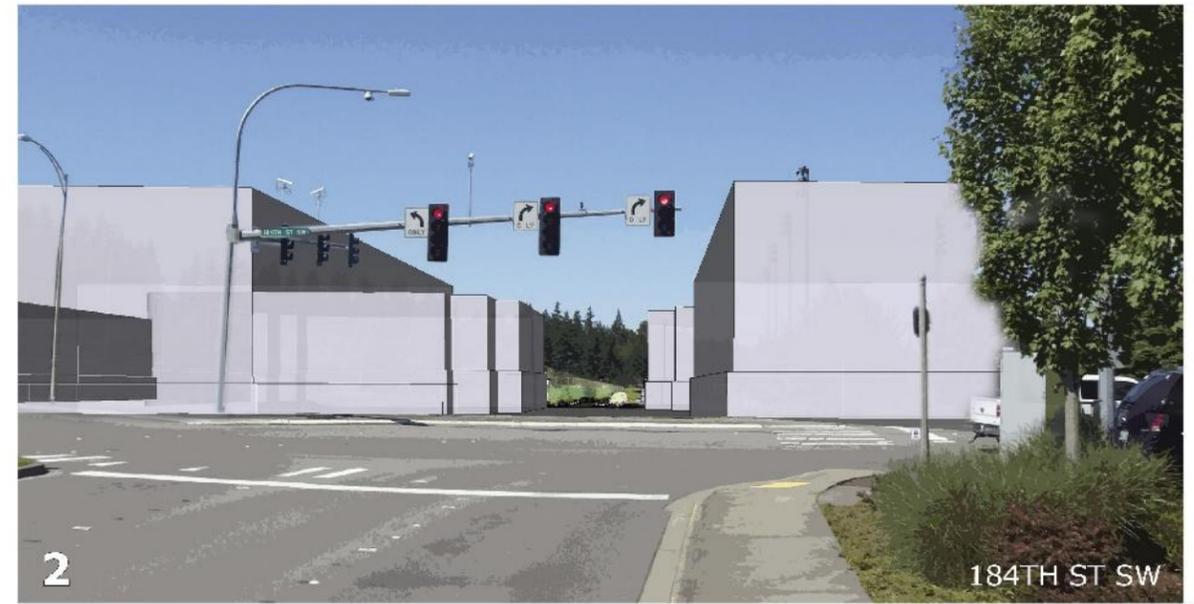


Lynnwood WA



site views  
08.17.2011  
09-0080-01



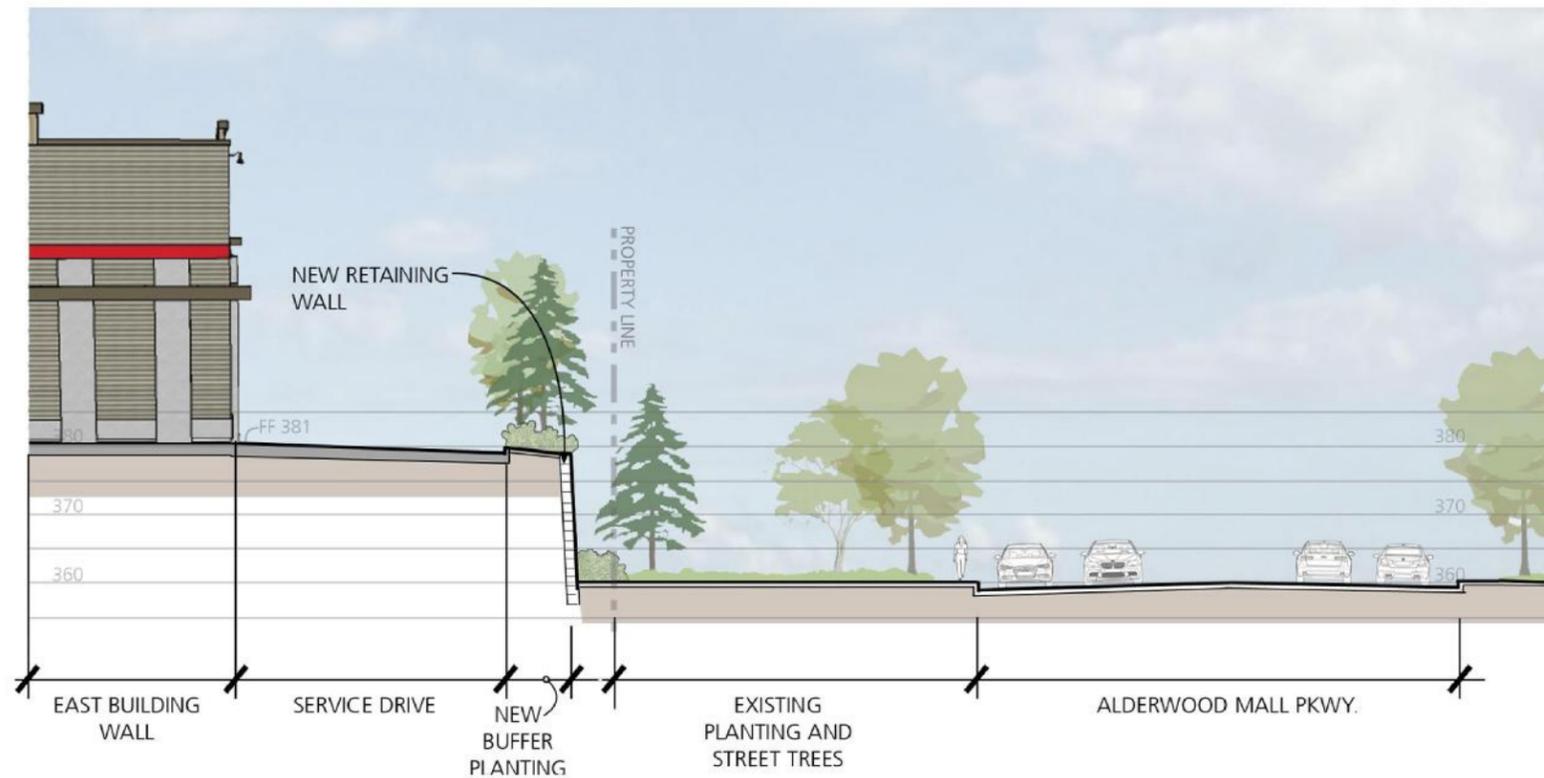


Lynnwood WA



site context views  
08.17.2011  
09-0080-01

MULVANNY G2 ARCHITECTURE



**SECTION A-A @ north end of east wall**  
 SCALE: 1" = 10'-0"



**SECTION B-B @ north wall and pond**  
 SCALE: 1" = 10'-0"

Lynnwood WA

WEISMANDESIGNGROUP

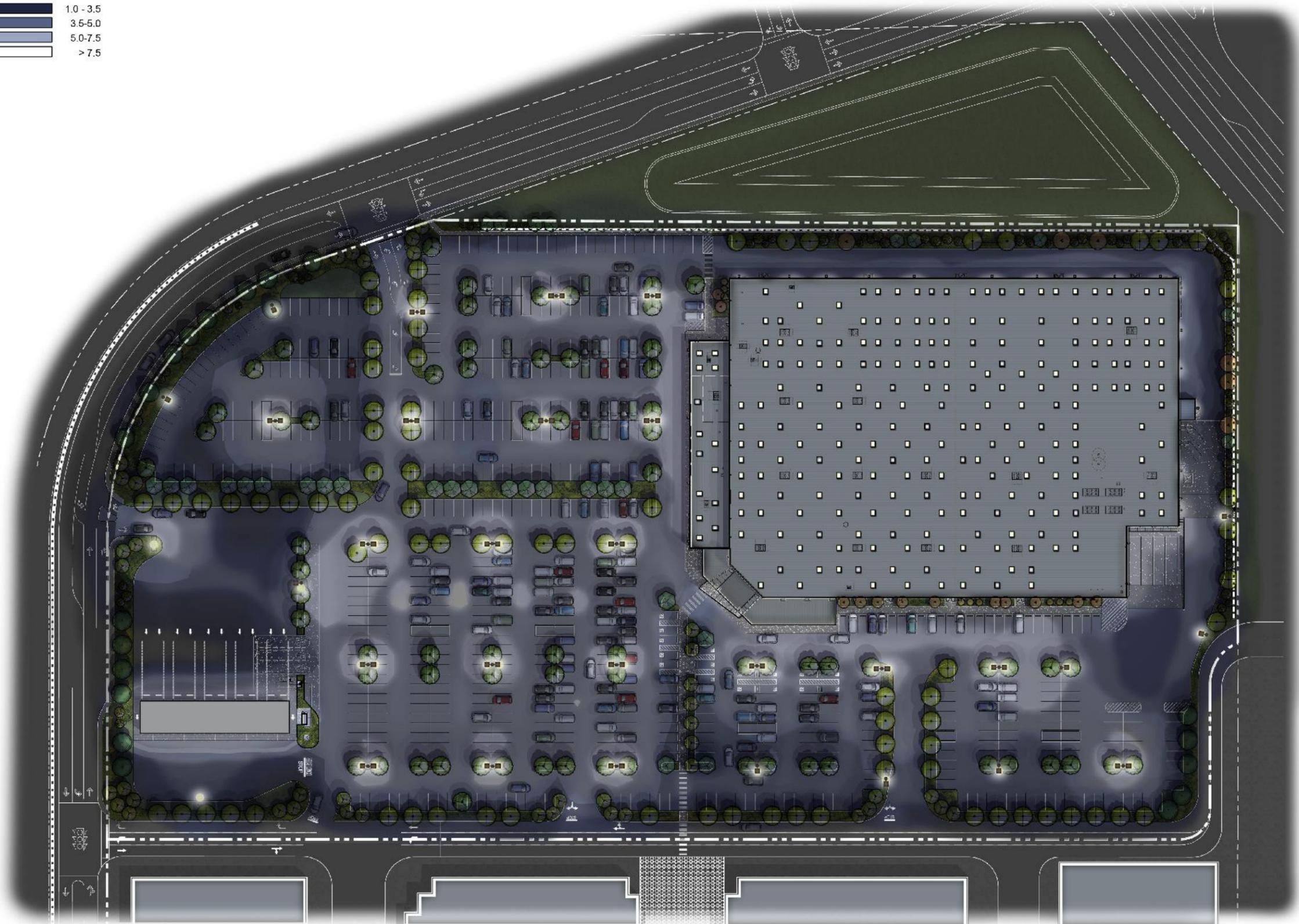


site sections  
 08.03.2011  
 09-0080-01

MULVANNY G2 ARCHITECTURE

FOOT CANDLE RANGE

0.0 - 1.0
1.0 - 3.5
3.5 - 5.0
5.0 - 7.5
> 7.5



Lynnwood WA



lighting site plan  
08.10.2011  
09-0080-01

MULVANNY G2 ARCHITECTURE

**From:** [Mary Monroe](#)  
**To:** [Corbitt Loch](#)  
**Subject:** FW: Site plans for Costco  
**Date:** Friday, June 08, 2012 3:36:52 PM

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Hi Corbitt

Would you please be sure Georgia is on the list for updates and notifications for this project

Thank you

Mary

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**From:** Lynnwood GM [mailto:LynnwoodGM@ih-corp.com]  
**Sent:** Friday, June 08, 2012 12:20 PM  
**To:** Mary Monroe  
**Subject:** Site plans for Costco

Hi Mary, Could you help me make sure that I'm on the list to be notified when they have the meetings about site plans? I wanted to make sure that the notice is mailed to our Lynnwood address and not the ownership address in Florida. I'm into worry mode that their loading dock will be positioned too close to my buildings with sleeping rooms. Is there any general plans available for public viewing?

*Georgia Borg-Leon*

General Manager

Residence Inn by Marriott

18200 Alderwood Mall Parkway

Lynnwood Wa 98037

P: 425.771.1100 | F: 425.771.6602

Email: [lynnwoodgm@ih-corp.com](mailto:lynnwoodgm@ih-corp.com)

Have hotel needs elsewhere in the US? Take a look at our other properties:

<http://islandhospitality.com/citysearch.html>

I would be more than happy to assist with your accommodation needs nationwide.

**RECEIVED**

**OCT 12 2012**

**CITY OF LYNNWOOD  
DEPT. OF PERMITS & INS.**

10/10/12

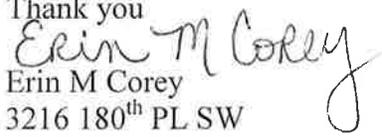
Re: Comments on File#2012CAM0007, Lynnwood Place

Attn: Corbitt Loch, Deputy Director

I am writing in regards to Lynnwood Place's applications of various permits. The property is located at 3001 184<sup>th</sup> St SW, Lynnwood, WA 98037, tax parcel 27041500102900.

I oppose the submitted application for amendment of the text of the Zoning Code C-R, File No. 2012CAM0007, for the proposed development of Lynnwood Place. I feel this code would strictly being rewritten to benefit one retailer, namely Costco. However, these amendments are basically for Commercial benefit only and would have a long lasting, and detrimental, effect on every other commercial development in the City of Lynnwood. Before the C-R Zoning did not allow Gas Stations, period, end of discussion. Writing in "as a principal use" does not change the fact that Costco will have 16 to 20 lanes in it's gas station making it the biggest gas station in Lynnwood, nor does it change the fact that every other developer that applies for this Zoning will have a plan for huge gas stations "semi-attached" to some "other" type of business. Since the current code allows Convenience stores, you can be sure that every single C-R Zoning applied for after these changes will have an AM/PM, or a Fred Meyer, or a grocery store with huge gas stations. These amendments also allow for sale and repair of vehicle tire shops which are loud. It allows for Home Improvement stores, Furniture stores, and Carpet stores which nowadays are HUGE MEGA-CHAIN BOX STORES. The only reason Cypress Equities wants some kind of C-R zoning designation is so that it can slap 500+ apartments on top of everything it builds...just because you add 500+ apartments, doesn't make it "Residential".

Thank you

  
Erin M Corey  
3216 180<sup>th</sup> PL SW  
Lynnwood, WA 98037



Received 10/15/12

Mr. Corbitt Loch, Deputy Director  
City of Lynnwood  
P.O. Box 5008  
Lynnwood, WA 98046

October 15, 2012

**Re: Lynnwood Place (former Lynnwood High School site) – Notice of Application**

Dear Corbitt:

Community Transit appreciates the opportunity to provide comments on long range planning projects and current development proposals being considered by our jurisdictional partners. Because local land use authorities have the greatest impact on our ability to provide transit service, it is our policy to evaluate projects for their compatibility with Community Transit's current operations and Long Range Transit Plan to ensure that we can continue to provide public transportation services in an efficient manner throughout Snohomish County.

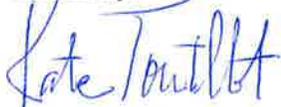
Staff is providing the following comments in response to the Notice of Application for Lynnwood Place. Community Transit is excited that plans are moving forward to transform the former high school site into a mixed-use development. The site has access to good transit service. Three routes currently serve Alderwood Mall Parkway: Community Transit Routes 201 and 202 that runs between Lynnwood Transit Center and Smokey Point Transit Center, and Sound Transit Route 535 that runs between Lynnwood Transit Center and downtown Bellevue. The southern edge of the property is also in proximity to the northern terminus of Community Transit's Route 196, which runs between the Alderwood Mall and Edmonds Station. Also, 196<sup>th</sup> Street SW is identified as one of Community Transit's Transit Emphasis Corridors. Since this area will continue to be a high demand destination, Community Transit is committed to working with the City to assure transit service throughout the area as resources permit.

Community Transit provided comments during the environmental review process for this proposal and continues to encourage the City to consider additional transportation mitigation measures in the form of transportation demand management (TDM) strategies to further mitigate unavoidable traffic impacts that will be created by this commercial and residential development. Specific strategies to consider are the establishment of a transportation coordinator position who could connect travelers with existing bus, vanpool, carpool and non-motorized transportation options; require the developer to provide a transit pass program for both businesses and multi-family developments; provide preferential parking for carpools and vanpools. TDM strategies are vital to reducing drive alone vehicle trips for both commercial and residential developments, which are the primary source of green house gas emissions in the Puget Sound region.

Another successful TDM example is Community Transit's *Curb the Congestion* program, which will soon be available to individuals who travel 196<sup>th</sup> Street SW. This TDM program provides direct subsidies for individuals who choose to take transit, carpool, vanpool, walk or bike instead of driving alone.

Thank you for the opportunity to provide comments for the Lynnwood Place proposal, we look forward to providing additional comments as this project progresses through the development review process. Please feel free to contact me if you have any questions.

Sincerely,



Kate Tourtellot  
Senior Transportation Planner  
Community Transit  
kate.tourtellot@commtrans.org  
(425) 348-2314

Enclosure

cc: Development Review Group, Community Transit

**From:** [Edith Duttlinger](#)  
**To:** [Corbitt Loch](#)  
**Subject:** "Lynnwood Place"  
**Date:** Wednesday, December 05, 2012 10:20:31 AM

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Good morning Corbitt,

I have not read the proposed amendments so apologize if provisions for the following have already been made. I strongly urge that there be a significant emphasis placed to require pedestrian (and other multimodal) movement into and through the site to buildings and entries with the emphasis being on safe and pleasant pedestrian experiences from the perimeter and within the parking areas. I also urge that consideration be given to a pedestrian connection - overhead - between the school property and Alderwood Mall to encourage walking and bicycling vs. driving between the 2 commercial/retail locations.

Good luck.

Edith

[Edith L. Duttlinger, Senior Planner](#)  
*Community & Economic Development Dept.*  
*City of Mountlake Terrace*  
*6100 219th St SW, Ste 200, P.O. Box 72*  
*Mountlake Terrace, WA 98043-0072*  
Ph: 425.744.6279 Fax: 425.775.0420  
e-mail: [eduttlinger@ci.mt.wa.us](mailto:eduttlinger@ci.mt.wa.us)  
website: [www.cityofmlt.com](http://www.cityofmlt.com)



Please consider the environment before printing this e-mail.



# General Land Use Application

Community Development

19000 4th Ave. W - PO Box 5008 - Lynnwood, WA 98046-5008 - Fax 425 771-6585

For use with all specific applications as noted below

Date Stamp

File Number \_\_\_\_\_  
File Name \_\_\_\_\_

- Accessory Dwelling Unit
- Appeal from Determination of Violation
- Appeal of Administrative Decision
- Binding Site Plan
- Boundary Line Adjustment
- Lot Combination
- Comprehensive Plan Suggested Amendment
- Comprehensive Plan Amendment
- Application
- Conditional Use Permit
- Planned Unit Development
- Project Design Review
- Rezone
- Short Plat
- Subdivision
- Variance
- Wireless Communication Facility

Please Print

Applicant Edmonds School District No. 15		Phone 425-670-7036
Address 20420 68th Avenue West		Fax 425-670-7198
City Lynnwood	State WA	Zip 98036-7400
Contact person (if different) Maria Miller, Executive Director of Edmonds, Wednet	Email miller@edmonds.wednet.edu	Phone 98036-7400
Property owner (if different) Same as Applicant	Phone	
Address		
City	State	Zip

Address or physical location of property(ies) 3001 184th St SW Lynnwood, WA 98036	Legal description of property(ies) See Attached
Zoning Public	Assessor Parcel Number(s) 27041500102900
Comprehensive Plan designation(s) Public Facility	

Description of proposal (including Lynnwood Municipal Code citations where appropriate)

See Attached

I/We certify that the information provided in this application, including all submittals and attachments, is true and correct to the best of my/our knowledge.

Signature of Applicant/Agent <i>Maria S. Miller</i>	Date 3/28/06
Print Name Maria S. Miller	Title Executive Director
Signature of Property Owner <i>Maria S. Miller</i>	Date 3/28/06

Please see the attached checklist(s) for a list of plans and other information that must be submitted with this application, and for other important information. The checklist(s) must be submitted with the application and the required submittals.

## LYNNWOOD PLACE – NOTICE OF APPLICATIONS

The City of Lynnwood Community Development Department has received new or revised applications for various permits and approvals for the mixed-use development known as Lynnwood Place. This notice is issued to promote the public’s awareness of, and participation in, land use permitting decisions in Lynnwood.

**Project Description:** Construction of up to 990,000 square feet of new building area and up to 3,548 parking spaces, all upon 40.22 acres of land. A 160,000 sq. ft. commercial building (Costco) would be located on the north portion of the property. Multiple buildings, parking areas, and open space would be located on the south portion. Those structures may contain up to 500 dwellings, 192,000 sq. ft. of retail space, 105,000 sq. ft. of entertainment/recreation space, and 33,000 sq. ft. of restaurant space. Parking would be provided both within structures and as surface parking. A new, public street would be constructed to connect 184<sup>th</sup> St. SW and Alderwood Mall Pkwy.

**Location:** Former Lynnwood High School property, 3001 184<sup>th</sup> Street SW, Lynnwood, WA 98037. Snohomish County tax parcel 27041500102900.

File No./Date	Application Date(s)	Permit/Request
2006CPL0003	3/1/2006	Amendment of Comprehensive Plan Future Land Use Map. Change in designation from <u>Public Facilities</u> to <u>Mixed Use</u> .
	9/11/2012	Amendment of the Park, Recreation & Open Space Element of the Comprehensive Plan. Removes references to the Lynnwood Athletic Complex at this location.
2012RZN0003	8/9/2012	Amendment of the Zoning Map (Reclassification). Change from P1, Public to C-R, Commercial-Residential.
2012CAM0007	8/9/2012	Amendment of the text of the Zoning Code. Amendment of the C-R development regulations.
	8/9/2012	Amendment of the text of the Zoning Code. Designation of Lynnwood Place development as a Planned Action.
	8/9/2012	Approval of a development agreement pursuant to RCW 36.70B.170.

**Environmental Review:** The proposal will be reviewed for compliance with City of Lynnwood and Washington State requirements for environmental review. An Environmental Impact Statement (EIS) has been prepared for this development. Notice of that action was provided in accordance with applicable regulations (file 2006ERC0007).

**Existing Environmental Documents and Studies Required:** SEPA checklist, Draft EIS, Final EIS, critical areas report, geotechnical report, traffic impact analysis, etc.

**Applicable Regulations:** Ch. 18.04 LMC, Ch. 17.02 LMC, Ch. 21.20 LMC, Ch. 21.22 LMC, RCW 36.70B.170.

**Additional Permits:** Boundary line adjustment, project development review, and various construction permits.

**Project Contact:** Stephen Schmidt, Cypress Equities (214) 561-8817

**Comments and Participation:** The public is invited to comment upon this proposal. Comments concerning this project should be mailed to the City of Lynnwood, Community Development Department, PO Box 5008, Lynnwood, WA 98046 OR delivered to the Community Development Department office at 4114 198<sup>th</sup> St SW, Suite 7. Citizens commenting on the application, or requesting to become a party of record for the application are entitled to participate in public hearings (if any), receive future notices for this application, including the notice of decision, and may have the right to appeal the decision.

**City of Lynnwood Contact:** The files on this project are maintained in the Community Development Department office and are available for review during regular business hours at the above listed address. If you have questions, please contact Corbitt Loch, Deputy Director at (425) 670-5406 or cloch@ci.lynnwood.wa.us.

**Public Hearings or Meetings:** To be announced. Comment periods will be provided for each public hearing.

**Date of this Notice:** October 1, 2012

**Comment Period Ends:** 4:00 pm, October 15, 2012

# (425) 670-5406

**THIS NOTICE IS NOT TO BE REMOVED, MUTILATED OR CONCEALED  
BY ANY UNAUTHORIZED PERSON**

**LYNNWOOD PLACE -  
PROPOSED AMENDMENT OF THE COMPREHENSIVE PLAN,  
ZONING MAP, AND ZONING CODE**

File Numbers: 2006CPL0003, 2012RZN0003, 2012CAM0007

**NOTICE IS HEREBY GIVEN** that at:

Time: **7:00 pm on Thursday, January 10, 2013**

Place: **Lynnwood Civic Center, Council Chambers at 19100 44<sup>th</sup> Ave W, Lynnwood, WA**

The Lynnwood **Planning Commission** will conduct a public hearing at which the comprehensive plan, zoning map, and zoning code amendments described here will be considered. Interested citizens are invited to attend this public hearing and to provide comments, either orally or in writing. Prior to the hearing, written comments may be submitted to the contact person listed below. The Planning Commission is an advisory board to the City Council. Final decisions on the proposed amendments will be made by the City Council.

**Proposal:**

Amendment of: a) Comprehensive Plan Future Land Use Map; b) Comprehensive Plan Park, Recreation & Open Space Element; c) Zoning Map (reclassification); and d) Zoning Code provisions relating to the Commercial-Residential zone. The textual amendments are area-wide in nature while the Map amendments are site-specific. These amendments are proposed to facilitate future permit decisions to allow 990,000 square feet of new development at the former Lynnwood High School site: 3001 184<sup>th</sup> Street SW, Lynnwood, WA 98037. The Edmonds School District is the property owner and the applicant for the amendments.

Planned land uses include: retail; professional services and offices; gasoline sales; amusement/entertainment; food and beverage service; multifamily dwellings; and 3,550 off-street parking spaces. Development plans for the property are conceptual at this time. The preliminary development plans include public and private streets, public open space, landscaping, and single and multi-story buildings that include a Costco store. Refined development plans will be evaluated at a later time, prior to the approval of a development agreement for the property.

**Additional Meeting Information:**

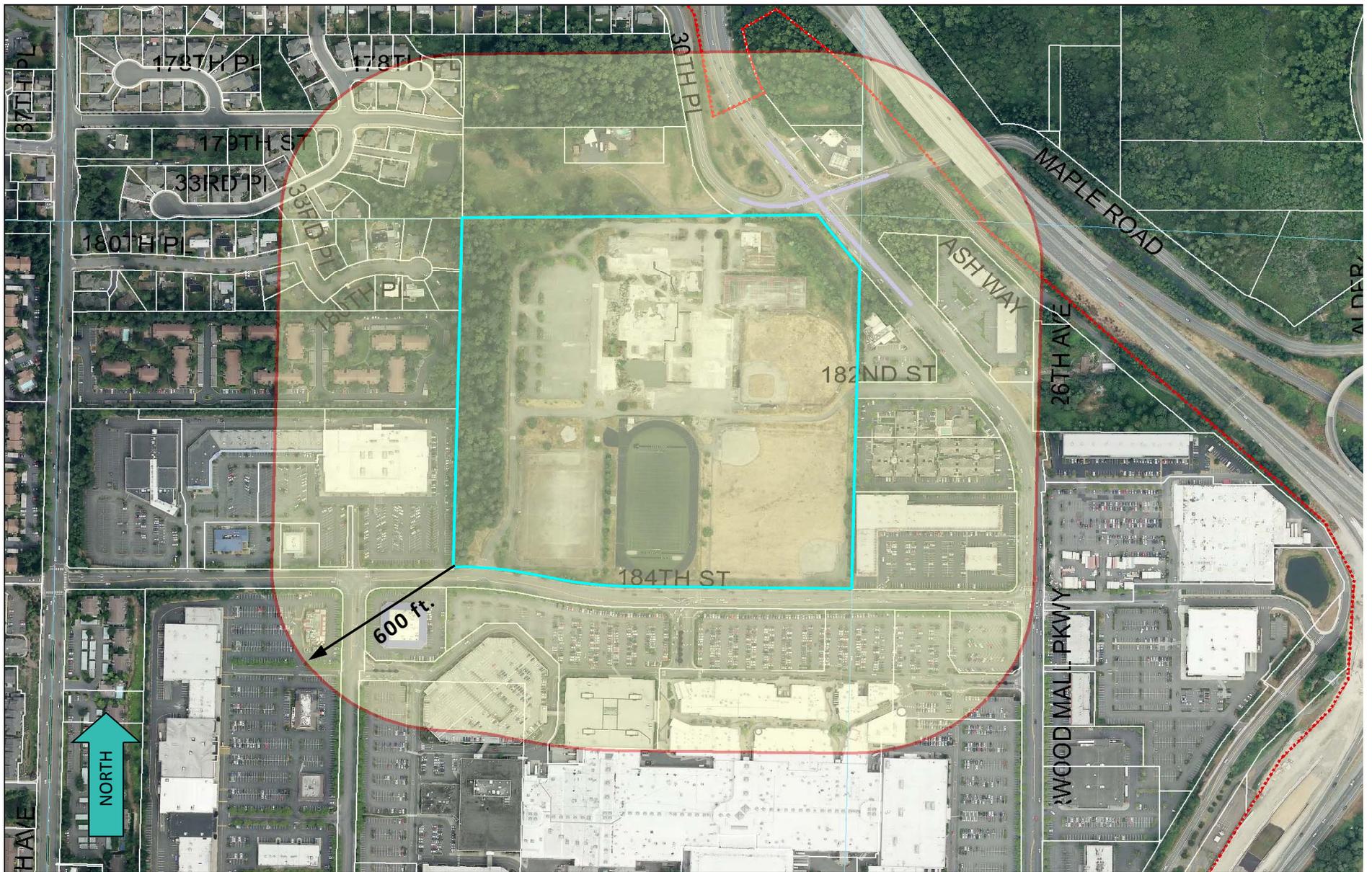
There are occasions when meetings may be postponed or items removed from an agenda. It is therefore advised that you confirm that the meeting is going to be held and that this item is on the agenda. Parking and meeting rooms are accessible for persons with disabilities. Contact the City Clerk at (425) 670-5161 with 24-hours advance notice for special accommodations.

**Contact:**

The file on this project is maintained in the Community Development Department office at 4114 198<sup>th</sup> Street SW, Lynnwood, WA 98036. Mailing address is PO Box 5008, Lynnwood, WA 98036. Please make reference to "Lynnwood Place" or the file numbers above. For additional information, contact Corbitt Loch, Deputy Director – Community Development, at (425) 670-5406 or cloch@ci.lynnwood.wa.us.

**Date of Notice:** December 8, 2012

**Lynnwood Place—Aerial Photograph with tax parcels and 600' radius for mailed public**



<b>NAME</b>	<b>ADDR1</b>	<b>ADDRCITY</b>	<b>ADDRSTATE</b>	<b>ADDRZIP</b>
30TH PLACE WEST ASSOCIATES	3726 47TH PL NE	SEATTLE	WA	98105
4 WHEEL PARTS PERFORMANCE CENTERS	18121 ALDERWOOD MALL PKWY STE 101	LYNNWOOD	WA	98037
A THAI TAN	18415 33RD AVE W STE K	LYNNWOOD	WA	98037
AARON BROTHERS #244	18420 33RD AVE W STE G	LYNNWOOD	WA	98037
ACCENT ON APPEARANCES LLC	3333 184TH ST SW STE A	LYNNWOOD	WA	98037
ADJI, ROBERT	3208 178TH PL SW	LYNNWOOD	WA	98037-7735
ADORN WIGS	3333 184TH ST SW STE S	LYNNWOOD	WA	98037
ADVOCATE NURSING SERVICES, LLC	17914 33RD PL W	LYNNWOOD	WA	98037
ALBERT LEE, INC	18620 33RD AVE W	LYNNWOOD	WA	98037
ALDERIDGE ESTATES HOMEOWNERS ASSN	PO BOX 649	MUKILTEO	WA	98275
ALDERWOOD APTS	18031 36TH AVE W	LYNNWOOD	WA	98037
ALDERWOOD HOLDINGS II, LLC	14309 SMOKEY POINT BLVD	MARYSVILLE	WA	98271
ALDERWOOD MALL LLC - CMS TAX DEPT	1320 WILLOW PASS RD STE 205	CONCORD	CA	94520
ALDERWOOD MALL, LLC	PO BOX 617905	CHICAGO	IL	60661
ALDERWOOD PLAZA, LLC	9777 WILSHIRE BLVD STE 1009	BEVERLY HILLS	CA	90212
ALDERWOOD PLAZA, LLC	5209 LAKE WASHINGTON BLVD NE, STE 100	KIRKLAND	WA	98033
ALDERWOOD RETAIL 97, LLC	12411 VENTURA BLVD	STUDIO CITY	CA	91604
ALDERWOOD RETAIL 97, LLC	3411 184TH ST SW	LYNNWOOD	WA	98037-4752
ALDERWOOD SHOE SPOT	18700 33RD AVE W STE C	LYNNWOOD	WA	98037
ALLSTATE INSURANCE	18121 ALDERWOOD MALL PKWY STE 106	LYNNWOOD	WA	98037
AM/PM MINI MARKET #5079	17906 ASH WAY	LYNNWOOD	WA	98037
AMC THEATRES ALDERWOOD MALL 16	18733 33RD AVE W	LYNNWOOD	WA	98037
AMERICA'S BEST CONTACTS	3333 184TH ST SW STE N	LYNNWOOD	WA	98037
ATHAN, VOULA & BILL	3225 178TH PL SW	LYNNWOOD	WA	98037-7735
BASSETT FURNITURE DIRECT	2701 184TH ST SW	LYNNWOOD	WA	98037
BEAM, WILLIAM	3204 180TH PL SW	LYNNWOOD	WA	98037
BIG 5 SPORTING GOODS	18600 33RD AVE W STE A	LYNNWOOD	WA	98037
BJRD, LLC	2829 RUCKER AVE STE 100	EVERETT	WA	98201
BJRD, LLC	2610 WETMORE AVE	EVERETT	WA	98201
BP WEST COAST PRODUCTS, LLC	PO BOX 5015	BUENA PARK	CA	90622
BRIAN DAHL, OPERATIONS MANAGER	3000 184TH ST SW STE 145	LYNNWOOD	WA	98037
CALIFORNIA BURGER COMPANY	3333 184TH ST SW STE B	LYNNWOOD	WA	98037
CAPTEC FINANCIAL GROUP, INC	PO BOX 544	ANN ARBOR	MI	48106

CHAN DIANA M	3331 180TH PL SW	LYNNWOOD	WA	98037
CHEN, TUNG-YU	17916 33RD PL W	LYNNWOOD	WA	98037-7734
CHR PROPERTY, LLC	3207 159TH PL SE	MILL CREEK	WA	98012-8329
CIGAR LAND	18500 33RD AVE W STE D-1	LYNNWOOD	WA	98037
CLAIM JUMPER RESTAURANT #34	18725 33RD AVE W	LYNNWOOD	WA	98037
COLBERG, THOMAS & JOSEFINA	3224 180TH PL SW	LYNNWOOD	WA	98037-3935
COMIC STOP THE	3333 184TH ST SW STE G	LYNNWOOD	WA	98037
COMM. TRANSIT c/o KATE TOURTELLOT	7100 HARDESON ROAD	EVERETT	WA	98203
COREY, WILLIAM	3216 180TH PL SW	LYNNWOOD	WA	98037-3935
CR RANN c/o ROBERT SCHOFIELD	177 E. LOUISA ST. #230	SEATTLE	WA	98102
CR RANN, LLC	4212 HUNTS POINT RD	BELLEVUE	WA	98004
CREATIVELY YOURS	3333 184TH ST SW STE H	LYNNWOOD	WA	98037
CYPRESS EQUITIES c/o STEPHEN SCHMIDT	8343 Douglas Ave	DALLAS	TX	75225
DBI: RUN 26	3333 184TH ST SW STE E	LYNNWOOD	WA	98037
DH CLAIM RESOURCES, LLC	3209 178TH PL SW	LYNNWOOD	WA	98037
DINING DESIGNS	3333 184TH ST SW STE F	LYNNWOOD	WA	98037
DOAN, DON & SARAH	3218 178TH PL SW	LYNNWOOD	WA	98037-7735
EDMONDS SCH. DIST. c/o STEWART MHYRE	20420 68TH AVE W	LYNNWOOD	WA	98036-7405
ELEGANCE BY ELINOR	3333 184TH ST SW STE A	LYNNWOOD	WA	98037
ELMER'S BREAKFAST LUNCH DINNER	3411 184TH ST SW	LYNNWOOD	WA	98037
EMBROIDME	18500 33RD AVE W STE D-2	LYNNWOOD	WA	98037
ERIN COREY	3216 180TH PL SW	LYNNWOOD	WA	98037
EVERGREEN PACIFIC SERVICES	14900 Interurban Ave S #255	TUKWILA	WA	98168
FASHION NAILS	18700 33RD AVE W STE H	LYNNWOOD	WA	98037
FATBURGER	18530 33RD AVE W STE B	LYNNWOOD	WA	98036
FC #0531	3321 184TH ST SW	LYNNWOOD	WA	98037
FINLAY FINE JEWELRY CORP	18700 ALDERWOOD MALL PKWY	LYNNWOOD	WA	98037
FITCH, SCOTT & TAMARA	3217 180TH PL SW	LYNNWOOD	WA	98037-3935
FUN KUTS INC	3333 184TH ST SW STE J	LYNNWOOD	WA	98037
GAMDIRECT, LLC	17914 33RD PL W	LYNNWOOD	WA	98037
GAMESTOP #714	18700 33RD AVE W STE B	LYNNWOOD	WA	98037
GEN X CLOTHING CORP	18520 33RD AVE W STE D	LYNNWOOD	WA	98037
GFS ALDERWOOD, LLC	3131 S VAUGHN WAY STE 301	AURORA	WA	80014
GFS ALDERWOOD, LLC	2235 FARADAY AVE STE O	CARLSBAD	CA	92009

GRAND PRIX LYNNWOOD, LLC	340 ROYAL POINCIANA WAY STE 306	PALM BEACH	FL	33480
GRAY, KRISTOPHER	3233 180TH PL SW	LYNNWOOD	WA	98037-3935
GRAY, KRISTOPHER	3576 111TH DR NE	LAKE STEVENS	WA	98258-8157
GREGG'S ALDERWOOD CYCLE	18021 ALDERWOOD MALL PKWY STE 104	LYNNWOOD	WA	98037
GREPO, DEOGRACIAS	18030 33RD PL W	LYNNWOOD	WA	98037
GRINNELL, JANE & HOBSON, STEVEN	17824 33RD PL W	LYNNWOOD	WA	98037-7733
GUNDERSON THERESA & STEPHEN	3330 180TH PL SW	LYNNWOOD	WA	98037-7706
H & H CLEANERS	18700 33RD AVE W STE G	LYNNWOOD	WA	98036
H & R BLOCK TAX ENTERPRISES, INC	18600 ALDERWOOD MALL PKWY	LYNNWOOD	WA	98037
H P PROPERTIES/ALDERWOOD LLC	PO BOX 700	MERCER ISLAND	WA	98040
HAIR MASTERS #6817	18500 33RD AVE W STE C	LYNNWOOD	WA	98037
HAIR VISION SALON	18415 33RD AVE W STE M	LYNNWOOD	WA	98037
HAMMONS, TEENA	23406 46TH AVE W	MOUNTLAKE TERRACE	WA	98043-4912
HELPING HANDS VETERINARY CLINIC	18415 33RD AVE W STE Q	LYNNWOOD	WA	98037
HENKEL, KATHY PULLING	18005 33RD PL W	LYNNWOOD	WA	98037
HEUSER, P	3232 180TH PL SW	LYNNWOOD	WA	98037-3935
HIGGINS, JEFFREY	18017 33RD PL W	LYNNWOOD	WA	98037-7718
HIGGINS, JEFFREY A	18017 33RD PL W	LYNNWOOD	WA	98037-7718
HITT, JOHN & MCCRIGHT, LISA	17927 33RD PL W	LYNNWOOD	WA	98037-7734
HITT, JOHN & MCCRIGHT, LISA	17927 33RD PL W	LYNNWOOD	WA	98037-7734
HOANG, NHAN	17903 33RD PL W	LYNNWOOD	WA	98037-7734
HOANG, NHAN	3304 178TH PL SW	LYNNWOOD	WA	98037-7736
HOANG, VINH DUC	17929 33RD PL W	LYNNWOOD	WA	98037
HOBSON, STEVEN	17824 33RD PL W	LYNNWOOD	WA	98037-7733
HOMMERTZHEIM, GARY & JANET	3003 184TH ST SW	LYNNWOOD	WA	98037
HOUSEHOLD FINANCE CORP III	18700 33RD AVE W STE H2	LYNNWOOD	WA	98037
HUFFMAN, RONNIE & DAISY	3209 178TH PL SW	LYNNWOOD	WA	98037-7735
INNKEEPERS RI NW, LP	306 ROYAL POINCIANA WY	PALM BEACH	FL	33480
J C PENNEY #2011-5 / PROP. TAX OFF.	PO BOX 10001	DALLAS	TX	75301
J C PENNEY CORP, INC 2011-5	18601 33RD AVE W	LYNNWOOD	WA	98037
JENNY CRAIG WGHT LOSS CTR	2701 184TH ST SW STE 118	LYNNWOOD	WA	98037
JERSEY MIKE'S SUBS	2701 184TH ST SW STE 121	LYNNWOOD	WA	98037
JUMANI, INC	701 128TH ST SW	EVERETT	WA	98204-6317
KAMANDE, GEORGE & MARGARET	3225 178TH PL SW	LYNNWOOD	WA	98037-7735

KEG RESTAURANTS	18110 ALDERWOOD MALL PKWY	LYNNWOOD	WA	98037-3959
KHAN, SALIM & SHAHEEN	17915 33RD PL W	LYNNWOOD	WA	98037-7734
KINTEH, SEEDY & MARIAMA	17914 33RD PL W	LYNNWOOD	WA	98037-7734
KOLACZ, MATHIEU & ANDREA	17925 33RD PL W	LYNNWOOD	WA	98037-7734
LASTING MEMORIES	3333 184TH ST SW STE X	LYNNWOOD	WA	98037
LE, DUY	3226 178TH PL SW	LYNNWOOD	WA	98037-7735
LE, DUY & PENA, KAREN JOY	3226 178TH PL SW	LYNNWOOD	WA	98037-7735
LEGACY LYNNWOOD DEVELOPMENT, LLC	6501 AMERICAS PKWY NE STE 1050	ALBUQUERQUE	NM	87110
LENS CRAFTERS #340	2701 184TH ST SW STE 109	LYNNWOOD	WA	98037
LYNNWOOD PLAZA INVESTMENT ASSOC	8700 N MERCER WAY	MERCER ISLAND	WA	98040
MB SIMS PROPERTIES, LLC	17902 30TH PL W	LYNNWOOD	WA	98037-7900
MELDISCO/PAYLESS	18600 33RD AVE W STE B	LYNNWOOD	WA	98037
MEN'S WEARHOUSE #2686	2701 184TH ST SW STE 114	LYNNWOOD	WA	98037
MERLE NORMAN	18700 33RD AVE W STE F	LYNNWOOD	WA	98037
MILLER PAINT COMPANY, INC	18021 ALDERWOOD MALL PKWY STE 103	LYNNWOOD	WA	98037
MR FORMAL	18500 33RD AVE W STE E	LYNNWOOD	WA	98037
NEW HOME TRENDS c/o JOHN MURPHY	4314 148TH ST SE	BOTHELL	WA	98012
NGUYEN, ANTHONY & TERESITA	17906 33RD PL W	LYNNWOOD	WA	98037-7734
NGUYEN, BRUCE & DIEM	3217 178TH PL SW	LYNNWOOD	WA	98037-7735
NGUYEN, TREVOR & NGA	17915 33RD PL W	LYNNWOOD	WA	98037-7734
NORDSTROM, INC	3200 184TH ST SW	LYNNWOOD	WA	98037
NORDSTROM, INC	PO BOX 2229	SEATTLE	WA	98111
OLSON, KENNETH	17925 33RD PL W	LYNNWOOD	WA	98037-7734
PARTY CITY	18415 33RD AVE W STE W	LYNNWOOD	WA	98037
PAYLESS SHOESOURCE #6464	2701 184TH ST SW STE 102	LYNNWOOD	WA	98037
PHO ALDERWOOD	2701 184TH ST SW STE 107	LYNNWOOD	WA	98037
PRECOR HOME FITNESS	2701 184TH ST SW STE 122	LYNNWOOD	WA	98037
PRO DISCOUNT BEAUTY SUPPLY	3333 184TH ST SW STE U	LYNNWOOD	WA	98037
PRO NAILS	2701 184TH ST SW STE 120	LYNNWOOD	WA	98037
PS PLUS SIZES PLUS SAVING	2701 184TH ST SW STE 104	LYNNWOOD	WA	98037
QDOBA RESTAURANT CORPORATION	18700 33RD AVE W STE A	LYNNWOOD	WA	98037
QUACH, BECKY	3304 178TH PL SW	LYNNWOOD	WA	98037-7736
RAPP, ROBERT & KAREN	17905 33RD PL W	LYNNWOOD	WA	98037-7734
RED ROBIN	18410 33RD AVE W	LYNNWOOD	WA	98037

REGENCY REALTY CORP	5335 SW MEADOWS STE 295	LAKE OSWEGO	OR	97035
RESIDENCE INN c/o GEORGIA BORG-LEON	18200 ALDERWOOD MALL PKWY	LYNNWOOD	WA	98037
RESIDENT	17821 32ND AVE W	LYNNWOOD	WA	98037-3908
RESIDENT	18033 36TH AVE W APT A101	LYNNWOOD	WA	98037
RESIDENT	18033 36TH AVE W APT A102	LYNNWOOD	WA	98037
RESIDENT	18033 36TH AVE W APT A103	LYNNWOOD	WA	98037
RESIDENT	18033 36TH AVE W APT A104	LYNNWOOD	WA	98037
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RESIDENT	18117 36TH AVE W APT L203	LYNNWOOD	WA	98037
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RESIDENT	18117 36TH AVE W APT L205	LYNNWOOD	WA	98037

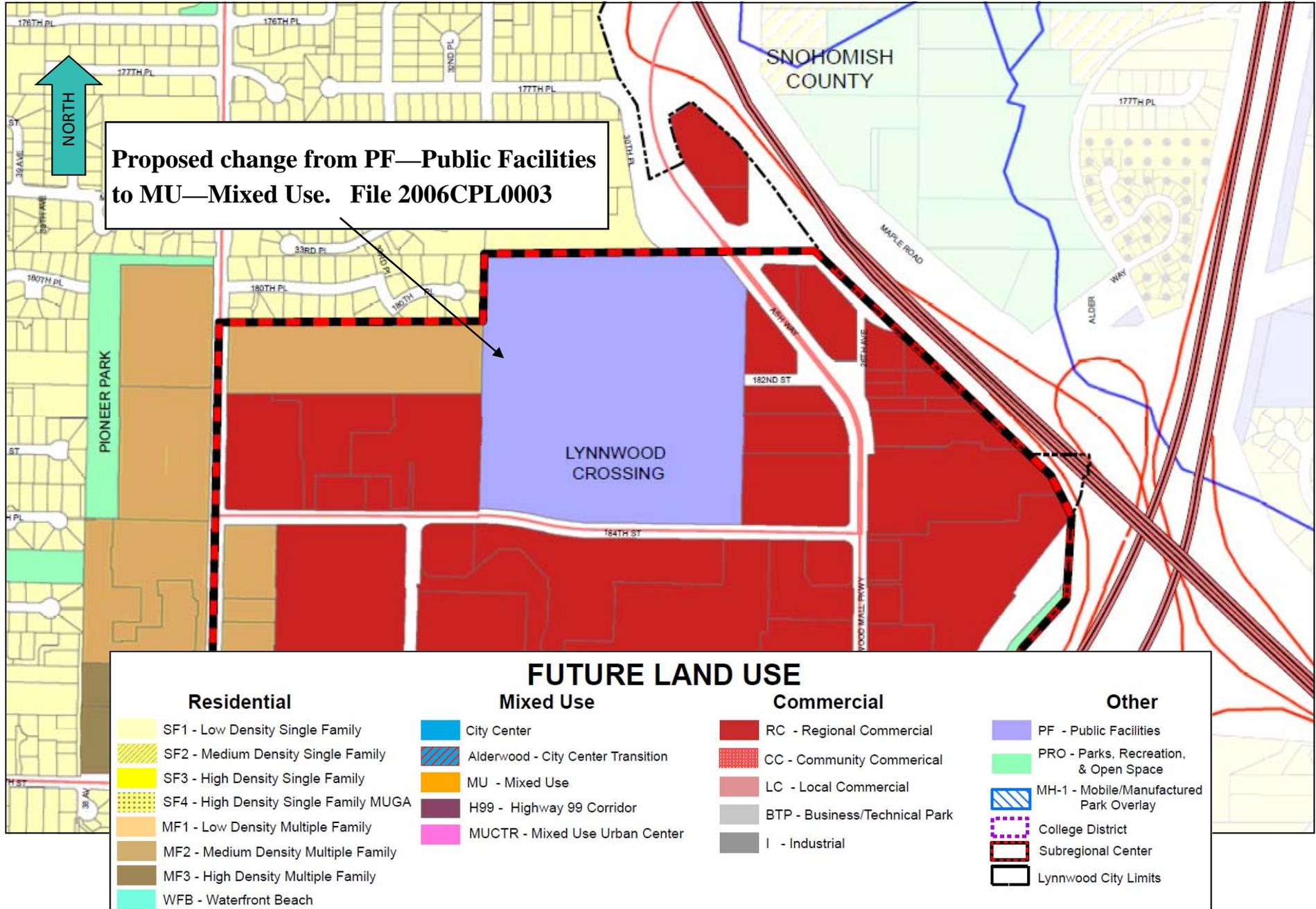
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RESIDENT	18119 36TH AVE W APT K103	LYNNWOOD	WA	98037
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RESIDENT	18119 36TH AVE W APT K105	LYNNWOOD	WA	98037
RESIDENT	18119 36TH AVE W APT K106	LYNNWOOD	WA	98037
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RESIDENT	18121 36TH AVE W APT P201	LYNNWOOD	WA	98037
RESIDENT	18121 36TH AVE W APT P202	LYNNWOOD	WA	98037
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RESIDENT	18121 36TH AVE W APT P207	LYNNWOOD	WA	98037

RESIDENT	18121 36TH AVE W APT P208	LYNNWOOD	WA	98037
RESIDENT	18123 36TH AVE W APT M101	LYNNWOOD	WA	98037
RESIDENT	18123 36TH AVE W APT M102	LYNNWOOD	WA	98037
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RESIDENT	18125 36TH AVE W APT N202	LYNNWOOD	WA	98037
RESIDENT	18125 36TH AVE W APT N203	LYNNWOOD	WA	98037
RESIDENT	18125 36TH AVE W APT N204	LYNNWOOD	WA	98037
RESIDENT	18125 36TH AVE W APT N205	LYNNWOOD	WA	98037
RESIDENT	18125 36TH AVE W APT N206	LYNNWOOD	WA	98037
RITE AID #5196	18600 33RD AVE W STE B	LYNNWOOD	WA	98037
ROSS DRESS FOR LESS, INC	18520 33RD AVE W STE A	LYNNWOOD	WA	98037
RUN 26	3333 184TH ST SW STE D	LYNNWOOD	WA	98037
SEARS ROEBUCK & CO #8519	18600 ALDERWOOD MALL PKWY	LYNNWOOD	WA	98037
SHARMA, ANDURADHA & DHINDA, ANIL	3210 178TH PL SW	LYNNWOOD	WA	98037-7735
SIMPLY ELEGANT CUSTOM SVC	3331 180TH PL SW	LYNNWOOD	WA	98037
SIMS, MARVIN & BARBARA	17902 30TH PL W	LYNNWOOD	WA	98037-7900
SLEEP COUNTRY USA #69	2615 184TH ST SW STE 101	LYNNWOOD	WA	98037
SMOKE'N'CIGAR	3333 184TH ST SW STE A-1	LYNNWOOD	WA	98037
SNO. PUD c/o ELISABETH TOBIN	PO BOX 1107	EVERETT	WA	98206
SOCCER WEST	3333 184TH ST SW STE T	LYNNWOOD	WA	98037
SPEEDY AUTO GLASS	18021 ALDERWOOD MALL PKWY STE 101	LYNNWOOD	WA	98037
SRC FACILITIES STATUTORY TRUST #2003-A	3333 BEVERLY RD	HOFFMAN ESTATES	IL	60179

SUBWAY #14298	18415 33RD AVE W STE F	LYNNWOOD	WA	98037
SUNNY TERIYAKI	18415 33RD AVE W STE G	LYNNWOOD	WA	98037
SYLVAN LEARNING CENTER	3333 184TH ST SW STE M	LYNNWOOD	WA	98037
T C B Y	2615 184TH ST SW STE 102	LYNNWOOD	WA	98037
TAGUCHI, DR. DERIN	18600 ALDERWOOD MALL BLVD	LYNNWOOD	WA	98037
TERIYAKI WOK EXPRESS	18500 33RD AVE W STE B	LYNNWOOD	WA	98037
THOMPSON, KATHRYN S & ASSOCIATES	2701 184TH ST SW STE 109	LYNNWOOD	WA	98037
TIKKA, NANCY & PAUL	17929 33RD PL W	LYNNWOOD	WA	98037-7734
TUN, SAMRACH & BOPHA	17919 33RD PL W	LYNNWOOD	WA	98037-7734
U S V OPTICAL, INC	18601 33RD AVE W	LYNNWOOD	WA	98037
UNITED STUDIOS-KARATE KUNG FU	3333 184TH ST SW STE D	LYNNWOOD	WA	98037
US NAVY RECRUITING	18415 33RD AVE W STE D	LYNNWOOD	WA	98037
VERITY CREDIT UNION	18530 33RD AVE W STE A	LYNNWOOD	WA	98037
VERIZON PLUS	18700 33RD AVE W STE D	LYNNWOOD	WA	98037
VU, PETER	3227 180TH PL SW	LYNNWOOD	WA	98037-3935
VU, PETER & NGUYEN, HANH N	17918 25TH DR SE	BOTHELL	WA	98012-6636
WANDA'S CLEANERS	3333 184TH ST SW STE R	LYNNWOOD	WA	98037
WARD, GEORGE c/o BONNIE ADAMS	5293 E Rural Ridge Cir	ANAHEIM	CA	92807
WOOD, ANKE KIM	3207 180TH PL SW	LYNNWOOD	WA	98037
NEW HOME TRENDS c/o John Murphy	4313 148th St SE	Bothell	WA	98012
City of MLT c/o E. Duttlinger	P.O. Box 72	Mountlake Terrace	WA	98043-0072
From EIS				
Robert and Karen Rapp	17905 33rd Pl W	Lynnwood	WA	98037
Andrea Burgess	4911 189th ST SW	LYNNWOOD	WA	98036

# Lynnwood Place—Excerpt of Comprehensive Plan Future Land Use Map, annotated

Source: City of Lynnwood





# Comprehensive Plan Amendment: Future Land Use Map

## Staff Report December 19, 2012

### I. Application Name and Number

File Name: Lynnwood Place (formerly Lynnwood Crossing)  
File Number: 2006CPL0003  
Location: 3001 184<sup>th</sup> Street SW, Lynnwood (former Lynnwood High School)  
Application Date: March 1, 2006 and September 11, 2012

### II. Proposal

On September 11, 2012, the City of Lynnwood received a revised application for a change in Comprehensive Plan Land Use Map designation from PF - Public Facilities to MU - Mixed Use. The application was originally submitted to the City on March 1, 2006, as part of the 2006 annual Comprehensive Plan amendment process. The proposal was significantly delayed and revised due to the severe economic downturn of the past four years.

In 2006, City staff determined that an application for amendment of the Comprehensive Plan's Future Land Use Map also inherently included a request to change the City's Zoning Map. This approach was intended to ensure consistency between the City's Comprehensive Plan and development regulations that implement the Comprehensive Plan. Accordingly, staff processed the requested change to the Comprehensive Plan Future Land Use map from Public Facilities to Mixed Use, along with a Zoning Map change from P1, Public to C-R, Commercial-Residential. The Zoning Map change is addressed in a separate staff report.

The 2006 application to amend the Comprehensive Plan included a request to amend the text of the Park, Recreation and Open Space Element of the Comprehensive Plan. The text amendment would remove references to the former Lynnwood Athletic Complex at the (now) former Lynnwood High School (LHS) property. The City had contractual relationships with the District for joint use of the athletic facilities. In 2012, the Lynnwood City Council and Edmonds School District, agreed to relocate the City's athletic uses to the Meadowdale Playfields. This proposed change to the Park, Recreation and Open Space Element is analyzed in a separate staff report.

The 2006 application for Comprehensive Plan amendment was also accompanied by an application for environmental review pursuant to the State Environmental Policy Act (SEPA). A Determination of Significance (DS) was issued by the City on April 13, 2006. The final environmental impact statement (FEIS) for the proposal was issued by the City of Lynnwood Community Development Department on March 30, 2012. The Community Development file number for this environmental review is 2006ERC0003. This SEPA process concluded without appeal.

Attachment 6 of the revised submittal (received September 11, 2012) confirms that the extent of development, and the relative mix of land uses, is consistent with Alternative 2 of the EIS—and can be summarized as follows:

**Table 1. Project Summary**

	<b>9/11/12 Submittal &amp; EIS Alternative 2 (3/30/12)</b>
Site size (acres)	40.22
Developed area (including roads)	~35 acres
Gross building area	990,000 sq. ft.
Uses: Multifamily Residential	Up to 500 units (500,000 sq. ft.)
Retail anchor (Costco)	160,000 sq. ft.
Retail shops	192,000 sq. ft.
Amusement/Recreation	105,000 sq. ft.
Restaurant	33,000 sq. ft.
Parking spaces	3,548
New bypass roadway	Yes

Under a separate permit, the structures associated with the previous land use (Lynnwood High School and Lynnwood Athletic Complex) have been demolished. The property is now vacant and has been fenced for security purposes.

The September 11, 2012 submittal to the Community Development Department included some additional applications not submitted previously:

- Zoning map change from P1, Public to C-R, Commercial-Residential (file no. 2012RZN0003). Note: Although the City considered the Comprehensive Plan Land Use Map amendment to also include a zoning map change for the purposes of consistency and implementation, this application and file number will facilitate record-keeping for that separate action by the City Council.
- Text amendment of the Zoning Code (Title 21 LMC) for two purposes: a) amendment of the development regulations for the Commercial-Residential zone; and b) designation of the Lynnwood Place development as a Planned Action. File no. 2012CAM0007.

Table 2 below summarizes the permit applications received to date:

**Table 2. Lynnwood Place – Permit Applications (As Of September 11, 2012)**

<b>File No./Date</b>	<b>Request</b>	<b>Purpose</b>	<b>Notes</b>
<b>2006CPL0003</b> 3/1/2006 9/11/2012	Comprehensive Plan Map Amendment	Authorize land uses other than public facilities at this location.	City staff included reclassification (rezone) with this Comprehensive Plan map change.
9/11/2012/	Comprehensive Plan Text Amendment – Park, Recreation & Open Space Element	Clarify that the Lynnwood Athletic Complex no longer exists at LHS site.	
<b>2006ERC0007</b> 3/1/2006	Environmental review (SEPA)	Analyze, disclose, and mitigate potential environmental impacts.	Draft EIS: 10/7/11 Final EIS: 3/9/12
<b>2012RZN0003</b> 8/9/2012	Zoning Map Amendment (Reclassification)	Provides documentation of Zoning Map change.	In 2006, City considered a Comprehensive Plan future land use map change to also include a commensurate change in zoning. <i>continued</i>

File No./Date	Request	Purpose	Notes
2012CAM0007 8/9/2012	Zoning Code Text Amendment	Allows retail gasoline sales and other amendments to the Commercial-Residential Zone.	
8/9/2012	Zoning Code Text Amendment	Designates Cypress Equities' re-development project at LHS as a planned action.	

Under Lynnwood codes, an amendment of the Comprehensive Plan is a Process IV permit, whereby the decision-making authority resides with the Lynnwood City Council. A public hearing will be conducted by the Lynnwood Planning Commission. At the conclusion of the Commission's hearing, this group will make its recommendation(s) for the City Council's consideration. The City Council will also conduct a public hearing before acting on the proposal. Procedures for Process IV permits are specified by Chapter 1.35 of the Lynnwood Municipal Code (LMC).

The Applicant has also requested City Council approval of a Development Agreement as allowed by RCW 36.70B.170 and chapter 1.37 LMC. Development Agreements are intended to provide greater certainty for the City, the permit applicant, and the general public regarding matters such as: permit review procedures; scope and timing of project; applicable regulations and requirements; timing and phasing of required mitigation. Approval of a Development Agreement is a discretionary, legislative action by the City Council—and a voluntary action by the permit applicant.

### III. Exhibits and Supporting Documents

See Attachment A to this Staff Report for those documents and records that provide the factual basis for this Report. The documents and records listed in Attachment A are incorporated herein by reference. The contents of this Report also apply to the Staff Reports for the other applications referenced above. For brevity, this Report provides substantive information that is also applicable to the other applications and the corresponding Staff Reports.

### IV. Public Notice

A notice of the \_\_\_\_\_, 2013 public hearing before the City Council was issued \_\_\_\_\_, 2013. The notice was mailed to parties within 600 feet of the subject property. The notice was published in the Herald newspaper, posted on the property (three locations) and at the City of Lynnwood official posting sites on or before \_\_\_\_\_.

A notice of the January 10, 2013 public hearing before the Planning Commission was issued December 8, 2012. The notice was mailed to parties within 600 feet of the subject property. The notice was published in the Herald newspaper, posted on the property (three locations) and at the City of Lynnwood official posting sites on or before December 8, 2012.

The Community Development Department issued a notice of application on October 1, 2012. The notice was mailed to parties within 600 feet of the subject property. The notice was published in the Herald newspaper, posted on the property (three locations) and at the City of Lynnwood official posting sites on or before that date.

Notice of the issuance of Draft EIS occurred on October 7, 2011. A community meeting on the DEIS was held on October 25, 2011. Notice of the Final EIS was issued on March 30, 2012.

Numerous public notices were issued and community meetings held during the scoping process for the EIS. Also, notice of the issuance of the DEIS and FEIS was completed according the applicable law. The

Community Development Department has posted information regarding the project on the City's website ([www.ci.lynnwood.wa.us](http://www.ci.lynnwood.wa.us)). The project files contain additional information regarding public outreach efforts.

The draft Comprehensive Plan and development regulation amendments were provided to the Department of Commerce as required by RCW 36.70A.106 and WAC 365-196-630. That notice of intent was provided on October 13, 2011 and again on December 4, 2012.

## **V. Background**

Redevelopment of the former Lynnwood High School property has been under consideration for several years. The unusually long time between initial application and action was due to the severe economic recession that resulted in a major delay and ultimately a significant redesign of the project. The application to amend the City's Comprehensive Plan was initially made on March 1, 2006. The updated re-submittal was received on September 11, 2012.

Cypress Equities and the Edmonds School District (ESD) are the project proponents. Cypress Equities would, through a long-term lease, develop the now-vacant property. The 33<sup>rd</sup> Avenue W road extension between 184<sup>th</sup> Street SW and Alderwood Mall Parkway would be built in a perpetual easement for right-of-way and utility purposes. Once constructed according to City standards, ownership of the street improvements would be transferred to the City of Lynnwood. New traffic signals would be added by the applicant where 33<sup>rd</sup> Avenue W intersects with 184<sup>th</sup> Street SW and with Alderwood Mall Parkway.

The project calls for a compact, mixed-use community on the south half of the project site. The north half would be occupied by a one-story, warehouse-style, retail store (Costco) with a 10-lane gasoline station. Off-street parking for Costco would be at-grade, while parking for the mixed-use development would be provided within parking structures and at-grade.

As mentioned above, an Environmental Impact Statement (EIS) was prepared to evaluate the adverse environmental impacts that may be generated by the proposed development. The Draft EIS was issued on October 7, 2011 and the Final EIS was issued on March 30, 2012. The public notification processes for the EIS met (or exceeded) legal requirements. The associated appeal period concluded without appeal. If the development proposal is designated by the City Council as a Planned Action, this EIS can satisfy the requirements for environmental review for project-level permits.

## **VI. Decisional Criteria and Staff Analysis**

The Implementation Element of the Comprehensive Plan provides the decisional criteria for amendment of the Comprehensive Plan. The Municipal Code (LMC 18.04.070) references the decisional criteria contained within the Comprehensive Plan. Those criteria are provided below, along with staff's evaluation of the application relative to the proceeding criterion.

### **Objective I-8.5: Assure that all requested amendments to the Comprehensive Plan and Zoning Map are consistent with each other and with applicable State and local requirements.<sup>1</sup>**

Staff Analysis: The proposed change to the Future Land Use Map is accompanied by a request to reclassify (rezone) the property from P1 – Public to C-R, Commercial-Residential. This change would maintain consistency between the Future Land Use Map and the Zoning Map.

At this time, the applicant's development plans are conceptual and intended to be "representative" of the type and scale of development to be constructed by Cypress Equities.<sup>2</sup> The applicant has indicated that

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<sup>1</sup> Implementation Element of the Comprehensive Plan, page 4.

due to delays and the need to redesign the project, major expenditures have been required to bring the project to this point. While they are willing to make the investment necessary to develop detailed final plans, they are reluctant to do so until they receive the City's conditional approvals of the initial requests. Staff finds that the conceptual nature of the development plans make it difficult to conclusively confirm the application's consistency with other portions of the Comprehensive Plan and applicable State and local requirements. In some instances, greater specificity with regard to the size, scale, design, and orientation of buildings, internal circulation, non-motorized access, recreational amenities, streetscape, etc. is needed to confirm that the requested map change is consistent with those provisions.

To accommodate the developer's needs and keep the project moving forward, staff developed a two-stage approval process detailed in the cover memorandum. The additional specificity needed to ensure the proposed amendment is consistent with Objective I-8.5 can be achieved and ensured through a Development Agreement, as allowed by RCW 36.70B.170 and Chapter 1.37 LMC. As far back as 2006, the Applicant and the City have agreed that a Development Agreement would be executed to address important project issues not adequately addressed by City regulations. A Recommended Condition of Approval is suggested to ensure consistency:

Recommended Condition of Approval.

1. Execution and recording of a development agreement between Edmonds School District, Cypress Equities, and the City of Lynnwood prior to the issuance of construction permits. The development agreement shall contain detailed provisions for issues that include:
  - A. Detailed design of transportation and utility infrastructure.
  - B. Construction timing and phasing of transportation and utility infrastructure.
  - C. Urban design and streetscape features for public and private transportation corridors, including orientation to and appearance from 184<sup>th</sup> Street SW.
  - D. Onsite recreation and open space amenities.
  - E. Connection and access to the nearby Interurban Trail and pedestrian access to and through the project.
  - F. Final site plan including detailed landscaping, tree preservation and replanting and lighting plans.
  - G. Architectural design features for structures (including parking structures), street furnishings, signs, and open space.

**Timing of Amendments:**

Staff Analysis: This site-specific map change is consistent with policies regarding the timing of amendments.

**Off-schedule Plan Amendments:**

Staff Analysis: The State Growth Management Act normally restricts Plan Amendments to an annual cycle that Lynnwood typically completes in the Fall of each year (no amendments were processed in 2012). This request was submitted initially as part of the 2006 annual amendment cycle. This proposed map change and the accompanying requested textual amendments to the Parks, Recreation and Open Space Element are the sole amendments currently under consideration, and are being considered concurrently. These amendments are related to a Planned Action designation and such amendments may be considered outside of the regular, annual amendment cycle [RCW 36.70A.130(2)(V)]. For all of the above reasons, consideration of this amendment is appropriate at this time.

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<sup>2</sup> Per Stephen Schmidt, Vice President, Cypress Equities

**Criteria for Approval of Plan Amendment Requests:<sup>3</sup>**

Each component of a Comprehensive Plan Amendment package shall be reviewed and approved only if it meets all of the following criteria:

- **The proposal is consistent with the provisions of the Growth Management Act and will not result in Plan or regulation conflicts.**

Staff Analysis: The ESD has moved Lynnwood High School to another location and does not have a need for this property for educational or support services. While the City of Lynnwood played no role in the decision to relocate the High School it is important to note that it was part of a comprehensive development and bonding plan approved by their voters (Lynnwood residents included) The property is currently vacant. In addition to relocating the High School the District's approved plans call for redevelopment of this site to generate a long-term revenue stream. It is appropriate to now change the Future Land Use Map designation from PF – Public Facilities to an alternative designation.

The contents of the DEIS and FEIS are incorporated herein by reference. In particular, DEIS pages 3-82 through 3-105 evaluate the proposal's consistency with the Growth Management Act (GMA) and related plans.

This property is within the Lynnwood Urban Growth Area (UGA), as designated by the Snohomish County Comprehensive Plan. Appendix A of the 2011 Countywide Planning Policies for Snohomish County establishes a 2025 population target of 43,782 persons (for the area within the City as of 2002)<sup>4</sup>.

In addition to being within the Lynnwood UGA, the subject property is within the 894-acre, Lynnwood Regional Growth Center, as specified by VISION 2040, the regional growth strategy for the Puget Sound region.

PSRC describes Regional Growth Centers as follows, "*Centers are the hallmark of VISION 2040 and its Regional Growth Strategy. Designated regional growth centers have been identified for housing and employment growth, as well as for regional funding. Regional manufacturing/industrial centers are locations for increased employment.*"<sup>5</sup> (italics added)

Preliminary results of the Snohomish County Tomorrow (SCT) Growth Allocation Subcommittee suggest the City of Lynnwood must accommodate even more population growth, over-and-above the City's current population growth target<sup>6</sup>. In order to achieve 2035 employment and population targets called for by the Snohomish County Planning Policies, it will be important that Lynnwood properties, especially those within designated growth areas, achieve urban densities when redevelopment does occur.

This proposal would add up to 500 new, market-rate dwellings to Lynnwood's housing inventory. Using the current city-wide occupancy rate of 2.49 persons per household<sup>7</sup>, the hypothetical maximum residential population within Lynnwood Place is 1,245 persons. Since all of the proposed dwellings will be in a stacked, multifamily configuration, and since multifamily dwellings have a lower average number of persons per dwelling, the future residential population of Lynnwood Place should not exceed 1,000 persons.

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<sup>3</sup> Implementation Element of the Comprehensive Plan, page 5.

<sup>4</sup> Snohomish County Ordinance 11-021, 6/1/11.

<sup>5</sup> Source: <http://www.psrc.org/growth/centers/>

<sup>6</sup> Source: Initial Draft 2012 BLR Population Capacity, Snohomish County PDS, 9/18/12.

<sup>7</sup> Source: 2010 US Census.

The Growth Management Act (GMA) calls for urban-scale development within designated UGAs, where adequate public facilities and services exist or can be provided in an efficient manner. This property is located near the intersection of I-5 and a limited-access highway (SR-525), and within a highly-developed area of Lynnwood. The project site is immediately across 184<sup>th</sup> Street SW from Alderwood Mall, a regional shopping and entertainment center.

GMA supports orderly growth within urban areas. The adjacent properties to the east, west, and south are designated RC – Regional Commercial. Portions of the site’s west boundary abut properties designated MF2 – Medium Density Multiple Family and SF1 – Low Density Single Family. Lands to the north are designated SF1 – Low Density Single Family. The residential properties to the west and north are generally oriented away from this project site, and are buffered to a significant degree by mature vegetation and a change in elevation.

The EIS evaluates the adequacy of transportation and utility infrastructure in relation to the increase in demand likely to result from the proposed development. DEIS Section 3.H.7 (page 3-169) describes the transportation mitigation necessary for the development to not degrade road segment and intersection performance below adopted level of service (LOS) standards. Construction of the loop road as outlined in the EIS has significance beyond project boundaries. It will actually improve flows through the currently problematic 184<sup>th</sup>/ Alderwood Mall Parkway intersection. The road is also slated to become a component of the City’s long term plans to improve regional access. It will become part of a contiguous arterial extending from Alderwood Mall Parkway extending south along 33<sup>rd</sup> Ave and across a bridge being planned over I-5 and connecting into the Poplar Way I-5 interchange. Similarly, DEIS Sections 3.C.5 and 3.I.5 (pages 3-37 and 3-204) address mitigation measures relating to stormwater and domestic water/wastewater, respectively. The mitigation specified by the EIS will ensure that critical infrastructure is in place to accommodate the demand created by this redevelopment project (concurrency). Projects to upgrade sewage lift stations serving the area are already in design. Furthermore, the City, as owner of those utilities, can ensure compliance with LOS standards before new utility connections are authorized.

The EIS assesses the existence of, and potential impact upon, critical areas at the project site. Two wetlands and one creek exist at the former LHS property. Wetland A is 17,460 sq. ft. in size (0.4 acre) and is classified as a Category II wetland. Wetland C is 3,262 sq. ft. in size (0.08 acre) and is classified as a Category III wetland. Tunnel Creek is an intermittent, non-fish-bearing stream that flows to Swamp Creek. The EIS identifies mitigation appropriate to off-set expected impacts upon these critical areas.

As specified on pages 3-82 through 3-86 of the DEIS, the proposed Map amendment and the proposed development is generally consistent with GMA, VISION 2040, and the Countywide Planning Policies for Snohomish County.

By separate action and agreement<sup>8</sup>, the community recreation facilities and services previously available via the Lynnwood Athletic Complex have been mitigated to the City’s satisfaction. The proposed Comprehensive Plan text amendment would clarify that the community recreation facilities at the Lynnwood Athletic Complex have been relocated and mitigated, and remove outdated Comprehensive Plan text.

With the addition of the conditions of approval offered below, no conflicts with the Lynnwood Comprehensive Plan are expected.

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<sup>8</sup> Extension of Interlocal Agreement Between Edmonds School District and the City of Lynnwood, Meadowdale Playfields, May 30, 2012 and Termination of Agreements Regarding Lynnwood High School Athletic Complex, May 30, 2012.

- **The proposal will change the development or use potential of a site or area without creating significant adverse impacts on existing sensitive land uses, businesses, or residents.**

Staff Analysis: The proposal will change the development and use potential of 40 acres of land. The EIS referenced herein evaluates the proposed development and prescribes mitigation needed to off-set potential, significant adverse impacts. There was no appeal following the issuance of the FEIS.

The former uses upon the property, Lynnwood High School and the Lynnwood Athletic Complex, generated some impacts upon the natural and built environment. Some of those impacts included: noise, light and glare, traffic, parking, air emissions, consumption of renewable and non-renewable resources, and impacts upon plants and animals. Two wetlands are found on the property including: (Wetland A, classified as a Category II wetland, and Wetland C, classified as a Category III wetland) and Tunnel Creek (classified as a Category III, non-fish bearing stream).

The EIS identifies, evaluates, and mitigates potential significant adverse impacts that may result from the proposed development. The mitigation called for in the EIS eliminates or reduces the severity of the adverse impacts and any residual impacts are expected to be within allowable/acceptable levels. The Suggested Conditions of Approval outlined below in response to the following criterion will provide adequate assurance that unmitigated, significant, adverse, environmental impacts will not occur.

- **The proposed amendment can be accommodated by all applicable public services and facilities, including transportation.**

Staff Analysis: The EIS provides analysis of the proposed development's impact upon public services and facilities. In particular, see DEIS sections:

- III.C Stormwater (page 3-26)
- III.H Transportation (page 3-121)
- III.I Water and Sewer (page 3-193)

A change to the Comprehensive Plan's Future Land Use Map is not, in-and-of-itself, approval of specific development of any particular type. However, the requested Map change is a fundamental decision that will allow the City to act upon the subsequent permit applications for construction.

Of particular note are the planned development's impact upon the transportation system and the wastewater system. The EIS identifies the mitigation necessary to off-set the potential for significant adverse impacts that would otherwise occur.

A fundamental goal of the GMA is to: "Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards." RCW 36.70A.020(12). GMA requires that Lynnwood enact regulations which "prohibit development approval if the development causes the level of service on a locally owned transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development." RCW 36.70A.070(6)(b).

The Capital Facilities and Utilities Element of the City of Lynnwood 2020 Comprehensive Plan calls for public infrastructure improvements as needed to serve new development without a degradation of service below acceptable standards:

**Subgoal 4: Capital Facilities**

Provide Capital facilities to properly serve the community in a manner that enhances quality of life and economic opportunities, optimizes the use and protection of existing facilities and provides for future needs.

**Levels of Service Standards:**

Specific Comprehensive Plans for each utility establish level of service standards for City-provided services (water, sewer, and stormwater drainage). These standards must be used in all development permitting and other facility planning so that acceptable service levels are maintained through service systems.

**Objective 1:** Implement levels of service (LOS) for water, sewer and storm water systems as minimum standards for facility design and planning, land development permitting, and operation and maintenance.

**Policy 1.1:** Utilize professionally accepted methods and measures in determining LOS standards.

**Policy 1.2:** Land development review will include coordination of the development requirements according to pertinent adopted plans, the land development regulations, and the availability of system capacities needed to support such development.

**Policy 1.3:** Water, sanitary sewer, and storm water system improvements shall be designed and constructed to the size required to serve the City's projected capacity needs consistent with the Comprehensive Plan.

**Policy 1.4:** Require the private sector to provide fair share, project related capital facility improvements and contributions in connection with the development of land.

**Policy 1.5:** Development should be encouraged only when adequate utilities, including water, sewer, power, natural gas, telecommunications and storm drainage facilities are available or will be made available in conjunction with development.

The Lynnwood Municipal Code contains the following provisions related to permitting and the adequacy of public facilities and services:

**17.05.150 Public services.**

It is the policy of the city to encourage and approve development at an intensity which is related to the adequacy of public services. If improvements are inadequate, proposed actions such as rezones to more intense uses should be discouraged. (Ord. 1416 § 2, 1984)

**17.05.160 Utilities.**

It is the policy of the city that development should be encouraged and approved only where adequate utilities, including water, sewer, power, communications and drainage facilities are available or will be made available in conjunction with the proposal. Provision of utilities shall conform to and reinforce the land use types, patterns and intensities desired by the city.

Without the infrastructure improvements called for by the EIS, the Lynnwood Place development would cause transportation and wastewater systems to operate below adopted levels of service. Such an outcome would be inconsistent with the GMA, Lynnwood Comprehensive Plan, and the Lynnwood

Municipal Code (LMC). This would also result in significant adverse environmental impacts, and in turn would jeopardize the public's health, safety, and welfare.

The applicant has indicated that detailed development plans, including essential onsite and off-site infrastructure improvements, will be prepared once the existing permit applications are approved by the City of Lynnwood. Given the scale of the Lynnwood Place development, those detailed plans include provisions for phasing, sequencing, and financing. The applicant and City staff recognize that many of the details of the infrastructure improvements needed to serve the development can be confirmed in a development agreement as authorized by RCW 36.70B.170-210 and Chapter 1.37 LMC.

Project proponents and the City have agreed on the need for a Development Agreement. The Agreement is essentially a binding contract where the obligations of both the developer and the City are detailed and agreed to. Within the EIS, the list of Required Permits & Approvals (Page iv of DEIS) includes, "Development agreement" as one of many regulatory approvals needed for Lynnwood Place. The Land Use Application Cover Sheet, Description of Proposal submitted to the City on August 9, 2012, includes the following related action (on Page 1):

*"Development agreement to be executed that would guide the development and the responsibilities of the parties."*

Page 2 of Attachment 4 of the August 9, 2012 submittal states in part,

*"A development agreement would be adopted addressing mitigation and other performance measures."*

In the absence of a development agreement, it would be difficult and potentially impossible for the City to confirm that the development will not adversely impact public services and facilities. State and City of Lynnwood regulations require that local permit decisions include consideration of impacts upon public services and facilities. The preferred alternative described within the EIS includes a description of the proposal and the mitigation needed to offset potential adverse impacts. Adherence to the scale and nature of development described in the EIS as Alternative 2 (preferred alternative), including the mitigation identified for Alternative 2, allows for decisions upon the requested amendments without the need for additional environmental analysis. For all these reasons, the following condition of approval is suggested (in addition to the preceding recommended condition of approval) in order to preclude development impacts unanticipated by the EIS:

Recommended Condition of Approval

2. Development plans, permits, and mitigation shall be consistent with those detailed for the Preferred Alternative as described by the EIS.

• **The proposal will help implement the goals and policies of the Lynnwood Comprehensive Plan.**

Staff Analysis: The proposal is generally consistent with the Land Use Element of the Comprehensive Plan as the request supports the redevelopment of a vacant property within the City's designated Regional Growth Center. Mixed-use development is encouraged in this area, and the proposal is one of the legislative steps critical to achieving that type of development at this location.

The Mixed Use land use designation allows for the type and intensity of development desired by the City for this property, as generally described by the Land use Element. Because of the conceptual nature of the development plans provided to date, staff is unable to ascertain whether the application will be consistent with the Urban Design Policies of the Land Use Element (Policy LU-8.1 through Policy LU-

8.19). Conceivably, a development plan could be prepared that satisfies the City's basic development regulations, but lacking consistency with these Urban Design Policies. The specificity of the development plans will not be available for the City's consideration until the time the development agreement is prepared (after the requested amendments to the Comprehensive Plan are acted upon). This situation reinforces the need for the Recommended Conditions of Approval 1 and 2 above.

The following information summarizes the proposal's consistency with each Element of the Comprehensive Plan. Where there consistency may be in question, conditions of approval are recommended to confirm the proposed change to the Future Land Use Map is fully consistent with other Comprehensive Plan provisions.

■ Comprehensive Plan Element: **Introduction**

Supports Implementation? NA

Staff Analysis: No goals or policies in Introduction Element.

■ Comprehensive Plan Element: **Land Use**

Supports Implementation? Yes, with the recommended condition of approval.

Staff Analysis: As described above, the Lynnwood Place property meets the locational criteria for the Mixed Use land use designation (page 15 of Land Use Element).

The subject property is within the Subregional Center area designated by the Future Land Use Map of the Land Use Element of the Lynnwood Comprehensive Plan. This designation is based upon the Lynnwood Regional Growth Center, as designated by Puget Sound Regional Council's (PSRC) VISION 2040.

There is insufficient information to confirm at this time whether the development will conform to Policies LU-8.12<sup>9</sup> and LU-8.18<sup>10</sup>. The northeast corner of the subject property is adjacent to the intersection of Alderwood Mall Parkway, SR-525, and Maple Road—which is a designated Gateway Intersection (see Zoning Map). The property immediately to the north is designated Residential (see Future Land Use Map and Zoning Map). The representative site plan and building elevations depict a stormwater detention basin and the rear of the Costco building at this principal entryway to the City. Without definitive detail regarding the design of these improvements, it is possible that new development may not be consistent with Policies LU-8.12 and LU-8.18 (also Policy 7.16 of the Capital Facilities and Utilities Element). Therefore, staff recommends a condition of approval to help ensure consistency with those Policies:

Recommended Condition of Approval

3. Execution and recording of a development agreement between Edmonds School District, Cypress Equities and the City of Lynnwood containing detailed design information regarding the appearance of the development as seen from the Gateway Intersection of Alderwood Mall Parkway, SR-525, and Maple Road.

Where non-residential land uses will be located adjacent to residences, LMC 21.54.240 requires landscape buffer areas with trees and a solid, six-foot-high fence. These features will help screen the differing land uses, and help to protect the residences immediately to the north and west. As these

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<sup>9</sup> Policy LU-8.12: Attractive gateways shall be established at all principal entry points to the City.

<sup>10</sup> Policy LU-8.18: The visual character of buildings shall be enhanced by means of architectural design and landscaping elements to create a human scale and positive visual character for the streetscape and abutting residential uses.

development standards apply to new construction in the CR – Commercial-Residential zone, there is not a need for a condition of approval for these screening measures.

■ Comprehensive Plan Element: **Transportation**

Supports Implementation? Yes, with the recommended condition of approval.

Staff Analysis: The conceptual development plans do not allow staff to confirm that the proposal implements Transportation Objective T-15. Specifically, the application does not indicate how the development related to the Comprehensive Plan map change will integrate transit facilities or non-motorized connections between transit services and this development. Accordingly, a condition of approval is recommended to ensure the proposal is consistent with this transportation objective.

Recommended Condition of Approval

4. Execution and recording of a development agreement between Edmonds School District, Cypress Equities and the City of Lynnwood containing detailed information regarding integration of transit facilities, or pedestrian and bicycle connections between the proposed buildings/land uses and nearby transit facilities (per Transportation Objectives T-15 and T-17.10).

The extension of 33rd Avenue West (ring road) is designated as a planned sidewalk/walkway route and a planned bicycle route<sup>11</sup>. Initial plans for this road segment include sidewalks and bicycle lanes.

■ Comprehensive Plan Element: **Housing**

Supports Implementation? Yes

Staff Analysis: No dwellings currently exist at the subject property. Up to 500 new, market-rate dwellings are proposed. No inconsistencies were identified.

■ Comprehensive Plan Element: **Parks, Recreation & Open Space**

Supports Implementation? Yes, with the recommended conditions of approval.

Staff Analysis: No recreational amenities currently exist onsite. Interlocal agreements (ILAs) between the City and ESD have been executed to address the loss of the recreational amenities previously provided by the Lynnwood High School Athletic Complex.

The conceptual development plans do not allow staff to confirm that the proposal implements Open Space Policy OS-4.2. The plans do not indicate how the development will be functionally connected to the Interurban Trail, a regional trail located just east of Alderwood Mall Parkway. A paved, pathway connection between the mixed-use portion of the development and the Interurban Trail is needed to implement this Comprehensive Plan policy. A comprehensive walkway system throughout the development will facilitate onsite recreation and pedestrian access to and through the project. Below are recommended conditions of approval to address pedestrian access to onsite and off-site recreation amenities:

Recommended Conditions of Approval

5. Execution and recording of a development agreement between Edmonds School District, Cypress Equities, and the City of Lynnwood containing detailed information, or provisions for a paved pedestrian/bicycle pathway connecting the mixed-use development to the Interurban Trail (per Open Space Policy OS-4.2).

6. Execution and recording of a development agreement between Edmonds School District, Cypress Equities, and the City of Lynnwood containing detailed information, or provisions for paved pedestrian pathways to and throughout the development site.

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<sup>11</sup> See Transportation Element maps titled, Pedestrian Skeleton System and Bicycle Skeleton System.

■ Comprehensive Plan Element: **Economic Development**

Supports Implementation? Yes

Staff Analysis: No inconsistencies were identified.

■ Comprehensive Plan Element: **Cultural & Historic Resources**

Supports Implementation? Yes

Staff Analysis: No cultural or historic resources are known to exist at this location. No inconsistencies were identified.

The goal of the Historic Resources section is: “To give residents a better understanding and awareness of the historic sites within the community.” Toward that objective, staff suggests the addition of a plaque or marker that identifies the property as the location of the original Lynnwood High School.

■ Comprehensive Plan Element: **Environmental Resources**

Supports Implementation? Yes

Staff Analysis: Development expected to occur after the amendment of the Future Land Use Map must conform to the City’s regulations for environmentally critical areas (Chapter 17.10 LMC), trees (Chapter 17.15 LMC) and stormwater (Chapter 13.40 LMC). The conceptual site plan suggests that some of the existing trees on the hillside along the west edge of the property will remain. As required by Chapter 17.15 LMC, the developer will be required to submit a tree preservation plan including replanting plan for the portions of the slope where vegetation will be removed.

■ Comprehensive Plan Element: **Capital Facilities & Utilities**

Supports Implementation? Yes.

Staff Analysis: See analysis provided above regarding the adequacy of infrastructure. The land development expected to occur after the amendment of the Future Land Use Map must conform to the City’s requirements for extension and/or upgrading of infrastructure necessitated by the development.

Assessment of the project’s impact upon public facilities and utilities (at build-out) indicates that upgrades to the wastewater utility’s Lift Stations 4 and 8 (and associated collection/conveyance infrastructure) will be necessary to achieve adopted level-of-service (LOS) standards. Details regarding project phasing, scheduling, and actual land uses are needed accurately determine the system upgrades attributable to this development.

On Page 5 of this report, Recommended Condition of Approval 1 calls for resolution of infrastructure issues during preparation of the development agreement (and prior to the issuance of building permits), when additional project detail is available. Because the City can withhold authorization to connect to the City’s utilities if needed upgrades are not provided by the development proponent, there is a diminished need to impose conditions of approval regarding needed infrastructure improvements. With inclusion of Recommended Condition of Approval 1, no inconsistencies are anticipated.

■ Comprehensive Plan Element: **Energy & Sustainability**

Supports Implementation? Yes.

Staff Analysis: No inconsistencies were identified.

The EIS evaluates the proposal’s possible impact upon Greenhouse Gas emissions (GHG). See Section 6 on page 3-22 of the EIS. Inclusion of pedestrian pathways throughout the development,

and connecting the development to nearby transit facilities and other destinations, as required above, will help to support the use of alternative modes of transportation.

Examples of additional measures that can be reasonably implemented here include: a) construction of buildings to Leadership in Energy and Environmental Design (LEED) Certification standards, as developed by U.S. Green Building Council (USGBC); b) incorporation of electric vehicle supply equipment (EVSE); c) use of transportation demand management plans and parking demand management plans; and d) vehicle-sharing and bicycle-sharing systems. The City's development regulations do not yet require implementation of these types of measures, and therefore a Recommended Condition of Approval is provided below:

7. Recommended Condition of Approval Execution and recording of a development agreement between Edmonds School District, Cypress Equities, and the City of Lynnwood containing detailed information, or provisions for measures to conserve energy, promote sustainability, and reduce or off-set Greenhouse Gas Emissions.

- Comprehensive Plan Element: **Implementation**  
Supports Implementation? Yes.  
Staff Analysis: No inconsistencies were identified.

- **If the proposal could have significant impacts beyond the Lynnwood City Limits, it has been sent to the appropriate Snohomish County officials for review and comment.**

Staff Analysis: The potential for impacts beyond the Lynnwood City Limits is evaluated in the EIS. Snohomish County, surrounding cities and appropriate State departments officials were consulted and participated during the EIS process<sup>12</sup>, and routinely receive notice of land use proposals of an area-wide nature.

## VII. Project Design Review:

As specified by LMC 21.46.105, nonresidential structures larger than 1,000 square feet in size are subject to the Citywide Design Guidelines for All Districts and Commercial Districts. Compliance with the Design Guidelines is required and will be confirmed as the development agreement is prepared, and during review of subsequent building permits.

## VIII. Environmental Review

On March 30, 2012, the City's SEPA Responsible Official issued the Final EIS (FEIS) for the requested amendment of the Comprehensive Plan. The EIS was developed after considerable public notice and opportunities for public participation. The accompanying appeal period concluded without appeal.

## IX. Conclusions

Staff concludes that the request to change the Future Land Use Map designation from PF-Public Facilities to MU-Mixed Use is appropriate. As documented above, in some instances, staff was unable to ascertain whether the application is fully consistent with and supportive of the Comprehensive Plan. In these instances, staff has offered Recommended Conditions of Approval to confirm the application's satisfaction of the applicable criteria.

With inclusion of the Recommended Conditions of Approval, the application is consistent with and supportive of the Comprehensive Plan and the decisional criteria contained therein. The forthcoming development agreement, which is also subject to approval by the City Council, will contain considerable

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<sup>12</sup> DEIS Appendix C, Distribution List and FEIS Appendix.

detail. As recommended here, execution of the development agreement must occur prior to the issuance of construction and building permits for Lynnwood Place.

**X. Recommendation**

Staff recommends approval of the requested amendment of the Future Land Use Map designation from PF - Public Facilities to MU - Mixed Use, subject to the following conditions of approval:

1. Execution and recording of a development agreement between Edmonds School District, Cypress Equities, and the City of Lynnwood prior to the issuance of construction permits. The development agreement shall be recorded by January 30, 2014, and shall contain detailed provisions for issues that include:

- A. Design of transportation and utility infrastructure.
- B. Construction timing and phasing of transportation and utility infrastructure.
- C. Integration of transit facilities, or pedestrian and bicycle connections between the proposed buildings/land uses and nearby transit facilities.
- D. Urban design and streetscape features for public and private transportation corridors, including orientation to and appearance from 184<sup>th</sup> Street SW.
- E. The appearance of the development as seen from the Gateway Intersection of Alderwood Mall Parkway, SR-525, and Maple Road.
- F. Onsite recreation and open space amenities.
- G. Connection and access between the mixed-use development and the Interurban Trail.
- H. Pedestrian trails connecting the development to the east terminus of 180th Place SW, and the adjoining Madison at Alderwood Park Apartments (if supported by the owner of same). Trails shall be improved and maintained according to standards specified by the Director of Parks and Recreation.
- I. Final site plan.
- J. Architectural design features or standards for structures (including parking structures), street furnishings, signs, and open space.
- K. Detailed design information regarding the appearance of the development as seen from the Gateway Intersection of Alderwood Mall Parkway, SR-525, and Maple Road.
- L. Integration of transit facilities, or pedestrian and bicycle connections between the proposed buildings/land uses and nearby transit facilities (per Transportation Objectives T-15 and T-17.10).
- M. Paved pedestrian/bicycle pathway connecting the mixed-use development to the Interurban Trail (per Open Space Policy OS-4.2).
- N. Paved pedestrian pathways to and throughout the development site.
- O. Measures to conserve energy, promote sustainability, and reduce or off-set Greenhouse Gas Emissions.

2. In the event the development agreement specified by Condition of Approval 1 above is not recorded by January 30, 2014, the City Council by regular motion may rescind this decision to change the Future Land Use Map designation from PF - Public Facilities to MU - Mixed Use.

3. Development plans, permits, and mitigation shall be consistent with Alternative 2, as described by the Environmental Impact Statement for Lynnwood Crossing Mixed Use Project.

1 **CITY OF LYNNWOOD**

2 **ORDINANCE NO. \_\_\_\_**

3  
4  
5 **AN ORDINANCE OF THE CITY COUNCIL OF THE CITY**  
6 **OF LYNNWOOD, WASHINGTON, APPROVING AN**  
7 **AMENDMENT TO THE FUTURE LAND USE MAP OF THE**  
8 **CITY OF LYNNWOOD 2020 COMPREHENSIVE PLAN**  
9 **AND PROVIDING FOR AN EFFECTIVE DATE,**  
10 **SEVERABILITY AND SUMMARY PUBLICATION**  
11  
12

13 WHEREAS, the City of Lynnwood adopted a Comprehensive Plan to comply with the  
14 requirements of the Growth Management Act (GMA) on April 10, 1995, by Ordinance No. 2033,  
15 and amended the Plan in subsequent years by ordinance in accordance with GMA and the  
16 Lynnwood Municipal Code (LMC); and  
17

18 WHEREAS, pursuant to RCW 36.70A.130, the City’s Comprehensive Plan and  
19 development regulations shall be subject to continuing review and evaluation; and  
20

21 WHEREAS, as provided by Chapters 1.35 and 18.04 LMC, and as provided by the  
22 Implementation Element of the Comprehensive Plan, the City has established procedures and  
23 decisional criteria for proposed amendments to the Comprehensive Plan; and  
24

25 WHEREAS, the City’s comprehensive plan amendment process includes multiple  
26 opportunities for meaningful public participation and input, including public hearings conducted  
27 by the Planning Commission and by City Council; and  
28

29 WHEREAS, the amendment of the Comprehensive Plan set forth within this Ordinance is  
30 necessary to enact a planned action under RCW 43.21C.031(2), and RCW 36.70A.130(2)  
31 authorizes the City to consider such amendments separate from, and in addition to, the City’s  
32 annual amendment process; and  
33

34 WHEREAS, on March 1, 2006 and August 9, 2012, the Edmonds School District  
35 submitted applications to amend the Comprehensive Plan’s Future Land Use Map and the Parks,  
36 Recreation and Open Space Element to facilitate redevelopment of the former site of Lynnwood  
37 High School; and  
38

39 WHEREAS, pursuant to the State Environmental Policy Act (SEPA), a Determination of  
40 Significance (DS) was issued by the City of Lynnwood SEPA Responsible Official and an  
41 Environmental Impact Statement was prepared and issued for the proposed redevelopment of the  
42 former Lynnwood High School property; and  
43

1 WHEREAS, on October 13, 2011 and December 4, 2012, the proposed amendments to  
2 the Comprehensive Plan and the Zoning Code (Title 21 LMC) were submitted to the Department  
3 of Commerce in accordance with RCW 36.70A.106 and WAC 365-196-630; and  
4

5 WHEREAS, on December 8, 2012, notice of the January 10, 2013 public hearing before  
6 the Planning Commission was provided in accordance with applicable law and all persons  
7 wishing to be heard were heard; and  
8

9 WHEREAS, on \_\_\_\_\_, 2013, notice of the \_\_\_\_\_, 2013 public hearing before  
10 the City Council was provided in accordance with applicable law and all persons wishing to be  
11 heard were heard; and  
12

13 NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LYNNWOOD,  
14 WASHINGTON, DO ORDAIN AS FOLLOWS:  
15

16 Section 1: Amendment of Lynnwood 2020 Comprehensive Plan. The Comprehensive Plan of  
17 the City of Lynnwood is hereby amended to change the Future Land Use designation of property  
18 addressed as 3001 184<sup>th</sup> Street SW, Lynnwood, WA, and as further identified by Exhibit A to  
19 this ordinance. The Future Land Use Map designation for the property is hereby changed from  
20 PF – Public Facility to MU – Mixed Use, subject to the following conditions:

- 21 1. Execution and recording of a development agreement between Edmonds School District,  
22 Cypress Equities, and the City of Lynnwood prior to the issuance of construction permits.  
23 The development agreement shall be recorded by January 30, 2014, and shall contain  
24 detailed provisions for issues that include:
  - 25 A. Design of transportation and utility infrastructure.
  - 26 B. Construction timing and phasing of transportation and utility infrastructure.
  - 27 C. Integration of transit facilities, or pedestrian and bicycle connections between the  
28 proposed buildings/land uses and nearby transit facilities.
  - 29 D. Urban design and streetscape features for public and private transportation corridors,  
30 including orientation to and appearance from 184<sup>th</sup> Street SW.
  - 31 E. The appearance of the development as seen from the Gateway Intersection of  
32 Alderwood Mall Parkway, SR-525, and Maple Road.
  - 33 F. Onsite recreation and open space amenities.
  - 34 G. Connection and access between the mixed-use development and the Interurban Trail.
  - 35 H. Pedestrian trails connecting the development to the east terminus of 180th Place SW,  
36 and the adjoining Madison at Alderwood Park Apartments (if supported by the owner  
37 of same). Trails shall be improved and maintained according to standards specified  
38 by the Director of Parks and Recreation.
  - 39 I. Final site plan.
- 40

- 1 J. Architectural design features or standards for structures (including parking structures),  
2 street furnishings, signs, and open space.
- 3 K. Detailed design information regarding the appearance of the development as seen  
4 from the Gateway Intersection of Alderwood Mall Parkway, SR-525, and Maple  
5 Road.
- 6 L. Integration of transit facilities, or pedestrian and bicycle connections between the  
7 proposed buildings/land uses and nearby transit facilities (per Transportation  
8 Objectives T-15 and T-17.10).
- 9 M. Paved pedestrian/bicycle pathway connecting the mixed-use development to the  
10 Interurban Trail (per Open Space Policy OS-4.2).
- 11 N. Paved pedestrian pathways to and throughout the development site.
- 12 O. Measures to conserve energy, promote sustainability, and reduce or off-set  
13 Greenhouse Gas Emissions.
- 14
- 15 2. In the event the development agreement specified by Condition of Approval 1 above is  
16 not recorded by January 30, 2014, the City Council by regular motion may rescind this  
17 decision to change the Future Land Use Map designation from PF - Public Facilities to  
18 MU - Mixed Use.
- 19
- 20 3. Development plans, permits, and mitigation shall be consistent with Alternative 2, as  
21 described by the Environmental Impact Statement for Lynnwood Crossing Mixed Use  
22 Project, October 7, 2011 and March 30, 2012.
- 23

24 Section 2: Effective Date of Amendment and Adoption. The Plan amendments adopted by this  
25 ordinance shall become effective five days following passage and publication of this ordinance.

26

27 Section 3: Severability. If any section, subsection, sentence, clause, phrase or word of this  
28 ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction,  
29 such invalidity or unconstitutionality thereof shall not affect the validity or constitutionality of  
30 any other section, subsection, sentence, clause, phrase or word of this ordinance.

31

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43

1 Section 4: Summary Publication. Publication of this ordinance shall be by summary publication  
2 consisting of the ordinance title.

3  
4 PASSED this \_\_\_ day of \_\_\_\_\_, 2013, and signed in authentication of its passage  
5 this \_\_\_ day of \_\_\_\_\_, 2013.

6  
7 APPROVED:

8  
9  
10 \_\_\_\_\_  
11 Don Gough, MAYOR  
12

13  
14 ATTEST/AUTHENTICATED:

15  
16  
17 \_\_\_\_\_  
18 Lorenzo Hines  
19 FINANCE DIRECTOR,

20  
21 APPROVED AS TO FORM:

22  
23  
24 \_\_\_\_\_  
25 Rosemary Larson  
26 CITY ATTORNEY

27  
28  
29  
30 Publish:

31 File Name: Lynnwood Place

32 File Number: 2006CPL0003

33

EXHIBIT A  
ORDINANCE \_\_\_\_\_

**LYNNWOOD PLACE**  
Former Lynnwood High School

**Address:** 3001 184<sup>th</sup> Street SW, Lynnwood, WA

**Legal Description:**

The northeast quarter of the northeast quarter of section 15, T. 27N. , R.4E. , W.M.  
Also known as "Bradner Park", according to the plat thereof recorded in Volume 14 of  
Plats on pages 60 and 61, records of Snohomish County, Washington.

EXCEPT: All that portion of the hereinafter described parcel lying northeasterly of the  
following described line: Beginning at a point opposite highway engineer's station  
(hereinafter referred to as HES) F<sup>1</sup> 82+0 on the F<sup>1</sup> line survey line of SR 525, Swamp  
Creek Interchange to 164<sup>th</sup> St. S.W. and 50 feet southwesterly therefrom: Thence  
northwesterly to a point opposite HES F<sup>1</sup> 85+50.9 and the end of this line description.  
And also EXCEPT: That part thereof conveyed to the City of Lynnwood by deed  
recorded march 18, 1971 under Auditor's File No. 2188576 for 184<sup>th</sup> St. S.W.

Containing 41.20 acres more or less.

**Tax Parcel Number:** 27041500102900

On the \_\_\_\_ day of \_\_\_\_\_, 2013, the City Council of the City of Lynnwood, Washington, passed Ordinance No. \_\_\_\_\_. A summary of the content of said ordinance, consisting of the title, provides as follows:

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LYNNWOOD, WASHINGTON, APPROVING AN AMENDMENT TO THE FUTURE LAND USE MAP OF THE CITY OF LYNNWOOD 2020 COMPREHENSIVE PLAN AND PROVIDING FOR AN EFFECTIVE DATE, SEVERABILITY AND SUMMARY PUBLICATION**

The full text of this Ordinance will be mailed upon request.

DATED this \_\_\_\_ day of \_\_\_\_\_, 2013.

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Lorenzo Hines  
FINANCE DIRECTOR



# Land Use Application Cover Sheet

For City Use Only

File Name: \_\_\_\_\_

Date Stamp

File Number: \_\_\_\_\_

## Instructions for Applicants

### APPLICATION 1: COMPREHENSIVE PLAN AMENDMENTS

Please read and follow all instructions on your application carefully. If you have any questions about the process or your project, it is strongly recommended that you speak with staff prior to submitting your application to help ensure that processing can advance in a timely manner. Every application must include this cover sheet, the application/checklist and all required items, and a notarized affidavit of ownership (if applicable).

#### Specific Type of Land Use Application to be submitted (check all that apply):

- |  |   |  |
|--|---|--|
| <input type="checkbox"/> Accessory Dwelling Unit                   | <input type="checkbox"/> Environmental Review (SEPA)    | <input type="checkbox"/> Wireless Communication Facility         |
| <input type="checkbox"/> Appeal                                    | <input type="checkbox"/> Project Design Review          | <input type="checkbox"/> Other (please specify): _____           |
| <input type="checkbox"/> Binding Site Plan                         | <input type="checkbox"/> Rezone/PUD                     |  |
| <input type="checkbox"/> Boundary Line Adjustment/ Lot Combination | <input type="checkbox"/> Short Subdivision (Short Plat) | <input type="checkbox"/> Comprehensive Plan Suggested Amendment  |
| <input type="checkbox"/> Conditional Use Permit                    | <input type="checkbox"/> Subdivision (Long Plat)        | <input checked="" type="checkbox"/> Comprehensive Plan Amendment |
|  | <input type="checkbox"/> Variance                       |  |

Please Print or Type Legibly

Future Land Use Map and text amendments

Applicant: Edmonds School District No. 15 Attn: Stewart Mhyre			Phone: (425) 431-7000
Address: 20420 68th Avenue West			Cell: n/a
City: Lynnwood	State: WA	Zip: 98036	Fax: (425) 431-7006
E-Mail: mhyres@edmonds.wednet.edu			
Contact Person, if different: Cypress Equities Attn: Stephen Schmidt			Phone: (214) 561-8817
Address: 8343 Douglas Avenue, Suite 200			Cell: (214) 676-1941
City: Dallas	State: TX	Zip: 75225	Fax:
E-Mail: stephen.schmidt@cypressequities.com			
Property Owner(s), if different: Same as applicant			Phone:
Address:			Cell:
City:	State:	Zip:	Fax:
E-Mail:			
Site Address(es): 3001 184th Street SW Lynnwood, WA			Zoning: Public and Semi-Public Public Facilities Comp. Plan Designation:
Assessor Parcel Number(s) - (APNs): 27041500102900			
Description of Proposal: See attached project description.			
I/We certify that the information provided in this application, including all submittals and attachments, is true and correct to the best of my/our knowledge.			
Signature of Applicant/Agent: <i>Stewart Mhyre</i>			Date: 8/8/12
Signature of Property Owner: <i>Stewart Mhyre</i>			Date: 8/8/12

## **Land Use Application Cover Sheet Description of Proposal**

The Proposed Action consists of the following related actions:

- Amendments to the Comprehensive Plan to change the Land Use designation of the site from Public Facilities (PF) to Mixed Use (MU).
- Amendment of the Parks Element of the City's Comprehensive Plan and the Parks, Recreation Facilities, Open Space and Trails Map to remove references to the Lynnwood Athletic Complex and to adjust level of service.
- A rezone of the site from Public and Semi-Public (P-1) to Commercial Residential (C-R).
- Zoning Code text amendments to allow development of a fueling facility as an accessory use to the Costco Wholesale store.
- Adoption of a planned action ordinance designating the site and approved uses as a planned action for purposes of SEPA compliance.
- Development agreement to be executed that would guide the development and the responsibilities of the parties.
- Binding Site Plan for subdividing the project site.
- Project development permits and design review approvals.

### **Detailed Project Description**

The gross building area of the development proposal excluding surface parking would be about 990,000 square feet. The Costco Wholesale portion of the project would include a 160,000-square-foot warehouse with a tire center and fueling facility. The southern half of the site would be developed in two phases. Phase I would include approximately 95,300 square feet of retail space, 20,000 square feet of restaurant space and 290 multifamily units. Phase II would include approximately 201,700 square feet of retail space, 13,000 square feet of restaurant space and up to 210 multifamily units.

Surface parking is proposed for the north portion of the site associated with Costco Wholesale. Parking for the southern portion of the site would be provided through a combination of surface parking, parking along internal private roads and in parking structures.

In conjunction with the proposed development, a new three-lane roadway (bypass) would extend northward from 184<sup>th</sup> Street SW along the western side of the site, then east along the northern portion of the site where it would intersect with Alderwood Mall Parkway at Maple Road. The City is reserving the option to expand the road to five lanes should traffic require this in the future. The Final EIS states that construction of the three-lane bypass roadway, which is needed to mitigate transportation impacts, is a component of the Lynnwood Place proposal. The funding of the roadway is currently under discussion.

Internal private roads and driveways would serve the balance of the site with access from 184<sup>th</sup> Street SW (one location) and the new bypass road (four locations). Access from Alderwood Mall Parkway via 182<sup>nd</sup> Street SW would also be provided. The layout of the southern part of the site would emphasize pedestrian connections. Landscaping would be provided along pedestrian and vehicular routes throughout the entire site.

The total site area is approximately 40 acres. Costco Wholesale, together with the mixed-use development, would occupy approximately 35 acres, including roads. The buffer along the west and northwest site perimeters would occupy the remaining area.

# Attachment 1 August 2012

## Comprehensive Plan Amendment Application – Map Amendment

**2. A written statement explaining how the proposed amendment and associated development proposals (if any) is consistent with the following criteria as outlined in LMC 18.04.070:**

Materials provided in this Attachment were taken from the March 2006 Comprehensive Plan Amendment and Rezone requests submitted by the Edmonds School District as well as the *Final Environmental Impact Statement for the Lynnwood Crossing Mixed-Use Project* (March 2012).

**A. Is the proposal consistent with the provisions of the Growth Management Act (GMA) and will not result in conflict with the Comprehensive Plan or applicable regulations?**

### **Consistency with the Growth Management Act (GMA)**

The Growth Management Act (GMA) includes thirteen goals that must be considered when updating a Comprehensive Plan. The proposed development is consistent with the following goals:

*Goal 1: Urban Growth – Encourage development in urban areas where adequate public facilities/services exist or can be provided in an efficient manner.*

The proposed development is located within the City's Subregional Center which encourages high density development. There are adequate public roads in the vicinity. A new public road is also proposed as part of the project to serve the development and connect to other City arterials. Public transportation service is available to the site and water/sewer services are adequate for the proposed development.

*Goal 2: Reduce sprawl- Reduce the inappropriate conversion of undeveloped sprawling low-density development.*

The Proposal would locate housing and employment opportunities adjacent to Alderwood Mall which is an established commercial area in a mixed use environment.

*Goal 3: Transportation – Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.*

The Subregional Center is part of the Puget Sound Regional Council's (PSRC) Vision 2040 which encourages the majority of the region's future employment

and housing growth to be concentrated into major cities. As previously mentioned, the site is served by public transportation. The site layout incorporates bicycle lanes and sidewalks consistent with the City's pedestrian and bike route maps. These multimodal transportation options support regional priorities and are coordinated with county and city comprehensive plans.

*Goal 4: Housing – Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.*

Up to 500 multi-family residential units are proposed as part of Lynnwood Place and encourage affordable housing options and promote a variety of housing types.

*Goal 5: Economic Development – Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.*

The Proposal would support the growth of the City's economic and employment base. It would attract a diverse employment base and increase economic viability within the City. The City's tax base would increase with the addition of Costco Wholesale, multiple retail and restaurant businesses. These new businesses would also provide increased employment opportunities for residents in and around the Lynnwood area.

*Goal 6 – Not applicable*

*Goal 7: Ensure predictability and timeliness in permit review process.*

The City of Lynnwood has a Lynnwood High School Redevelopment webpage that outlines the permit process. The link can be found here: <http://www.ci.lynnwood.wa.us/Content/CityHall.aspx?id=938>.

*Goal 8 – Not applicable*

*Goal 9: Open space and recreation – Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.*

All facilities at the Lynnwood Athletic Complex (LAC) would be displaced. The Edmonds School District has built replacement athletic facilities at the new high school site, albeit outside existing City limits.

The Proposal would include a central gathering space with landscaping to provide onsite open space.

*Goal 10: Environment – Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.*

The bypass roadway would be constructed through Wetland C. In accordance with City of Lynnwood requirements, a new wetland area would be created adjacent to Wetland A at a 2:1 replacement ratio. The project proposes to restore onsite portions of Tunnel Creek with native plantings and habitat features, as appropriate. The goal is for the project to have no net loss of water quality and habitat functions associated with Tunnel Creek.

*Goal 11: Provide opportunities for citizen participation in the planning process.*

The DEIS was issued on October 7, 2011, with a 45-day public comment period which concluded November 21, 2011. A Public Open House on the DEIS was held on October 25, 2011, at Spruce Elementary School. The public is invited to attend the city council meetings to participate in the planning process.

*Goal 12: Public facilities and services. Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.*

The functionality of the site would be improved through the proposed three-lane roadway which would extend northward from 184th Street SW along the western side of the site, and then east along the northern portion of the site where it would intersect with Alderwood Mall Parkway at Maple Road. This road is designated on the City's Arterial Street Plan. It will also help alleviate any existing deficiencies in the City's current road network.

*Goal 13: Preserve historic and archaeological resources.*

Goal 13 would not be in conflict with The Proposal. According to DAHP the site does not include any historic or archaeological resources.

The Lynnwood Place Proposal is generally supportive of GMA's planning goals. The mixed-use component would reinforce Lynnwood's role as a regional growth center under the Puget Sound Regional Council's Vision 2040.

The Proposal is consistent with Snohomish County's Countywide Planning Policies which encourage orderly and efficient development patterns with higher density development in urban areas. The mixed use design is consistent with the

policies of encouraging pedestrian-friendly and transit-compatible development, co-location of jobs and housing, infill and redevelopment of suitable areas.

In summary, The Proposal is consistent with these planning goals.

**Consistency with Comprehensive Plan**

The Applicant's request includes amendments to the Comprehensive Plan to change the Land Use designation of the site from Public Facilities (PF) to Mixed Use (MU); and a rezone of the site from Public and Semi-Public (P-1) to Commercial-Residential (C-R) to allow development of a mixed-use center.

The Comprehensive Plan establishes a Subregional Center designation which calls for increased development and diversification of land uses to include office, retail commercial, housing, transit facilities, in a mixed use design. The intent is to provide for a mix of uses that would provide economic development and redevelopment opportunities. The Subregional Center encompasses the Alderwood Mall/44th Avenue West/I-5 area, including the Lynnwood Place site.

The Comprehensive Plan also provides for a Mixed Use (MU) land use category. The Land Use Element of the Plan describes the Mixed Use category as follows:

**Purpose:** This Plan category is intended to provide the opportunity for a high intensity development of mixed uses that will result in a pedestrian friendly environment and support transit development and usage.

**Principal Uses:** Residential, office, or retail uses will be permitted within the same building or on the same site(s).

**Location Criteria:** This category of use is suitable for locations only within the Subregional Center and college district.

**Site Design:** A combination of surface and structured on-site parking is anticipated. On-site open space, landscaping, and recreational amenities should be emphasized when residential use is included in the mix of uses.

**Building Design:** Most buildings will be multi-story. Residential uses will typically be located on upper floors above commercial uses.

The Lynnwood Place proposal meets these criteria.

In general, The Proposal supports the Plan Vision, Plan Concept (Land Use), Land Use Description: Mixed Use, Policy Description: Mixed Use, and relevant Goals and Policies of Lynnwood's Comprehensive Plan, and is consistent with the goals for the Subregional Center. The existing level of service in the Parks,

Recreation, and Open Space Element of the Comprehensive Plan would need to be revised, and the Parks Facilities Map would need to be amended to remove this site.

Lynnwood Place specifically supports the following elements of the City of Lynnwood Comprehensive Plan:

### **Land Use Element**

*Subgoal: Density - Assure that the density of development is consistent with the local and regional development patterns, with available and planned infrastructure, with Growth Management Act requirements, and with surrounding land uses.*

Vision 2040 is the regional policy for proposed development patterns in centers around Puget Sound. Lynnwood is a designated “core city” in the plan. It is assumed that these and other core cities will accommodate significant commercial and residential density. Lynnwood's location along the Interstate 5 corridor, mid-way between Seattle and Everett, has greatly influenced its development as a commercial and retail center of Snohomish County. The City's land use pattern is a suburban residential setting surrounding more concentrated urban commercial areas, with commercial developments along the arterial roadways and medium density multiple-family residential development adjacent to commercial areas. High-density multiple-family development is permitted in the Subregional Center. The proposed development supports local and regional development patterns by accommodating medium to high-density development adjacent to a commercial area on a site which is currently vacant and underutilized. This hierarchy of uses supports GMA and Vision 2040 principles.

*Subgoal: Urban Design - Establish and administer plans, policies, and regulations to improve the function and appearance of existing and new development and thereby enhance the livability and image of Lynnwood.*

The focus of the development is on high quality design that increases the livability, workability and economic viability of an unused, vacant site. The proposed development would be consistent with the Lynnwood Design Review requirements, would enhance the appearance and function of the site and would ensure compatibility with surrounding development.

This site is currently vacant and underutilized. Formerly it was an institutional (school) use in a commercial area and adjacent residential neighborhood. The redevelopment of the site would enhance the appearance of the site by creating a complementary commercial/residential environment. It would emphasize pedestrian connections with sidewalks, crosswalks and bicycle lanes and by providing landscaping along pedestrian and vehicle routes. Building modulation would incorporate a variety of materials to create architectural interest. In addition, the existing vegetative buffer along the western boundary of the site would be retained to provide a natural separation between the site and the

existing neighborhood to the northwest. Wetland A, which is located in the northwest corner of the site, would be enhanced by 6,524 SF to mitigate wetland impacts to Wetland C by the construction of the 33rd Avenue extension. The creation of additional wetland area would improve the functionality of Wetland A by the removal of invasive species and the addition of increased habitat.

The site would be vegetated by a five acre buffer between the northwest portion of the site and the existing residential development to the northwest. The site layout incorporates sidewalks and bicycle lanes which are consistent with the City's pedestrian and bicycle route maps.

### **Housing Element**

*Subgoal: Housing Opportunities - Provide for diverse, safe, and decent housing opportunities that meet local housing needs without encroachment into established single-family neighborhoods.*

Lynnwood Place would include up to 500 multi-family residential units which would provide a diverse mix of housing to meet the local housing needs. The proximity of housing in an area predominately established with commercial uses would allow residents to live in an area serviced by public transportation, provided with employment opportunities and retail and entertainment choices. The separation between the existing single-family neighborhood and the proposed housing opportunities would protect the established neighborhood without encroachment.

### **Economic Development Action Plan**

On November 22, 2004, the Lynnwood City Council adopted an Economic Development Action Plan (EDAP) that identifies economic development goals, strategies and activities. The guiding themes of the EDAP are as follows:

1. *Economic Development is a Citywide Priority.*  
*Economic development is a priority for Lynnwood. City officials and staff are working to encourage a culture that values economic development and operates in accordance with those values. Economic development in Lynnwood is a citywide effort, extending beyond the Economic Development Department to include all staff and all City departments.*

The Proposal would support economic development and employment opportunities in the City. The Proposal would include Costco Wholesale as well as other mixed-use development including entertainment opportunities provided throughout the site. The Proposal would support the economic development priorities in Lynnwood by redeveloping an underutilized parcel within the Subregional Center.

2. *A Positive Business Climate is Essential.*

*The City will ensure that Lynnwood is a positive and attractive place to do business. A supportive business climate will help ensure that the City continues to attract and retain healthy businesses. Through excellent customer service, the City will improve its competitiveness regarding economic development.*

The redevelopment of the former Lynnwood High School site into an attractive mixed-use development would support a positive business climate in Lynnwood. Costco Wholesale is a local business with a reputation for competitiveness and the ability to attract other complementary anchor tenants. The Proposal would be most supportive of Lynnwood's EDAP.

The mixed-use portion of the site would include retail, restaurant, recreational and residential living space. These uses will support Lynnwood's desire to remain competitive in attracting healthy businesses that support a positive business climate.

3. *Improving and Diversifying Employment Opportunities is an Underlying, Fundamental Goal.*

*Creating a diversity of employment opportunities in the City is critical to strengthening Lynnwood's economic vitality and creating a livable city with opportunities for a wide range of people to both live and work in the community. By concentrating on higher wage professional and technical jobs, the City will continue to expand its economic base beyond its strong retail core and to support its diverse residential population.*

The Proposal would support a diverse range of employment opportunities. It includes Costco Wholesale and other retail and entertainment/recreational uses that would provide many employment opportunities.

4. *Strategic and Effective Partnerships are Important to the City's Success. The City recognizes that many partners are necessary to foster economic development. The City is working to develop effective partnerships with agencies. To be a good partner, the City pledges to:*

- *Champion economic development policies adopted in the City's Municipal Code – LMC 2.45.010 and Ordinance No. 2320;*
- *Identify resources that support activities to achieve economic development;*
- *Clearly communicate the City's economic development goals and priorities, as well as the City's roles and responsibilities;*
- *Work constructively towards shared economic development goals; and*
- *Convey to residents the importance of a strong employment and revenue base.*

The City along with the Edmonds School District, Cypress Equities and Costco Wholesale issued the Final EIS on March 30, 2012 to support economic development goals adopted in Lynnwood's Municipal Code 2.45.040 and Ordinance No. 2320.

5. *The City Values Measurable Results.*

*Furthering the City's commitment to evaluating organizational performance, qualitative and quantitative indicators of economic development performance and customer satisfaction have been established in this Plan. Tracking these indicators during the life of the Plan will help ensure that the City's economic development efforts are as effective as possible.*

The Proposal would further the economic viability of the City by providing additional tax base. The City would track these indicators along with others within the City to ensure that its economic development efforts are effective.

This information is referenced in the 2006 Comprehensive Plan and Rezone documents, and the 2012 Planned Action *Final Environmental Impact Statement Comprehensive Plan Amendment and Zoning Map and Text Amendment for Lynnwood Crossing Mixed-Use Project (March 2012, City of Lynnwood)*.

***B. Will the proposal change the development or use potential of a site or area without creating significant adverse impacts on existing sensitive land uses, businesses, or residents?***

The Proposal would change the use of the site from a vacant parcel (formerly a high school site) to a mixed used development. The Proposal would be developed as described in Alternative 2 of the *Final Environmental Impact Statement Comprehensive Plan Amendment and Zoning Map and Text Amendment for Lynnwood Crossing Mixed-Use Project (March 2012, City of Lynnwood)*. With the mitigating measures described in the attached Table 1-2 (see Alternative 2), no significant unavoidable adverse impacts are anticipated on existing land uses, businesses or residents.

**Table 1-2. Summary of Environmental Impacts, Mitigating Measures, and Unavoidable Adverse Impacts**

<b>Earth</b>				
<b>Alternative 1</b> Project Sponsor's Preferred Alternative with Office	<b>Alternative 2</b> Project Sponsor's Preferred Alternative without Office	<b>Alternative 3</b> Lower Intensity Mixed Use Alternative	<b>Alternative 4</b> All Retail Alternative	<b>Alternative 5</b> No Action Alternative
<p><b>Potential Impacts</b></p> <p><b>Construction:</b></p> <p>The site would be graded relatively flat to match the existing topography as much as possible, sloping generally from south to north and from west to east. This would require cuts in the south portion and filling in the north and east portions. Estimated earthwork quantities range between 250,000 and 425,000 cubic yards of on-site cut that would be used as fill elsewhere on-site. The amount of cut and fill required for Alternative 1 would be at the upper end of this range (375,000 to 425,000 cubic yards).</p> <p>One known and one suspected underground storage tank (UST) are present on site. No soil contamination was found near the USTs, although contamination was discovered near the former Building B. Remediation would be accomplished by the removal of contaminated soils. A voluntary clean-up plan will be submitted to Ecology. Remediation work would occur during site preparation activities.</p> <p>If dewatering is required, the water would be routed around the activity, discharged to a controlled conveyance system, and conveyed to the onsite sediment pond.</p> <p>Erosion and sedimentation could occur in the absence of temporary erosion and sediment control measures.</p> <p>Impacts during construction are expected to be minor.</p>				

<b>Earth (continued)</b>				
<b>Alternative 1</b> Project Sponsor's Preferred Alternative with Office	<b>Alternative 2</b> Project Sponsor's Preferred Alternative without Office	<b>Alternative 3</b> Lower Intensity Mixed Use Alternative	<b>Alternative 4</b> All Retail Alternative	<b>Alternative 5</b> No Action Alternative
<p><b>Operation:</b></p> <p>Increased amounts of impervious surfaces would lead to higher levels of stormwater runoff, which would be managed with a permanent stormwater management system (see <i>Stormwater</i> section). Impacts during operation are expected to be minor.</p>				
<p><b>Mitigating Measures</b></p> <p>For construction, a two-phase Temporary Erosion Control Plan would be prepared to reduce the potential impacts of erosion that includes Best Management Practices (BMPs) (i.e., temporary sediment ponds, interceptor ditches, check dams, rock construction entrances, filter fabrics siltation fencing, catch basin inlet protection, hydro seeding, mulching, and stockpile protection). A Stormwater Pollution Prevention Plan would be prepared in accordance with Department of Ecology requirements to help ensure that the proper temporary erosion control BMPs are in place. A permanent stormwater management plan would be implemented during operation (see <i>Stormwater</i> section).</p>				
<p><b>Significant Unavoidable Adverse Impacts</b></p> <p>None.</p>				

Air Quality				
Alternative 1 Project Sponsor's Preferred Alternative with Office	Alternative 2 Project Sponsor's Preferred Alternative without Office	Alternative 3 Lower Intensity Mixed Use Alternative	Alternative 4 All Retail Alternative	Alternative 5 No Action Alternative
<p><b>Potential Impacts</b></p> <p><b>Construction:</b></p> <p>Dust from short-term construction activities such as excavating, grading, sloping, and filling would contribute to ambient concentrations of suspended particulate matter and temporary, localized impacts to air quality. Construction vehicles and equipment, especially diesel-fueled engines, would emit air pollutants that would slightly degrade local air quality. Construction-related dust or equipment emissions could represent a health risk to sensitive individuals like the chronically ill, the old, and the very young. However, dust and diesel emissions from on-site construction would be unlikely to substantially affect air quality in the project vicinity.</p> <p>Some construction activities such as paving operations using tar and asphalt would cause odors, which would be short-term and unlikely to significantly affect the nearest residences. Construction traffic could potentially cause some intermittent, temporary increases in pollutant emissions.</p> <p>With implementation of the controls required for construction activities, and minimizing prolonged exposure of any nearby people to emissions from diesel equipment and dust, construction would not be expected to significantly affect air quality in the Lynnwood area.</p>				

Air Quality (continued)						
Alternative 1 Project Sponsor's Preferred Alternative with Office	Alternative 2 Project Sponsor's Preferred Alternative without Office	Alternative 3 Lower Intensity Mixed Use Alternative	Alternative 4 All Retail Alternative	Alternative 5 No Action Alternative		
<p><b>Operation</b></p> <p><i>Impacts Related to Traffic</i></p> <p>As depicted in the table below, calculated 1-hour and 8-hour CO concentrations under all alternatives are lower than those predicted for existing conditions and are well below the 35-ppm 1-hour and the 9-ppm 8-hour National Ambient Air Quality Standards (NAAQS) at all intersections examined.</p>						
Calculated CO concentrations (ppm)						
Intersection	Averaging Period	2012-2013 Alternatives				
		Alt. 1	Alt. 2	Alt. 3	Alt. 4	Alt. 5
196th St SW and Alderwood Mall Pkwy	1-hour	7.8	7.8	7.8	7.6	7.8
	8-hour	6.7	6.7	6.7	6.5	6.7
30th Place W and Alderwood Mall Pkwy	1-hour	7.5	7.5	7.5	7.4	7.3
	8-hour	6.4	6.4	6.4	6.4	6.3
33rd Avenue W and 188th Street SW	1-hour	5.9	5.9	5.9	5.9	5.9
	8-hour	5.3	5.3	5.3	5.3	5.3

Air Quality (continued)				
Alternative 1 Project Sponsor's Preferred Alternative with Office	Alternative 2 Project Sponsor's Preferred Alternative without Office	Alternative 3 Lower Intensity Mixed Use Alternative	Alternative 4 All Retail Alternative	Alternative 5 No Action Alternative
Modeled CO levels are the same or nearly the same for all alternatives; projected worst-case concentrations would not exceed the NAAQS. No significant adverse air quality impacts would be expected.	CO concentrations would be equal to those for Alternative 1. CO levels would comply with the NAAQS limits. No significant adverse air quality impacts would be expected.	CO concentrations would be equal to or less than those for Alternative 1 and 2. CO levels would comply with the NAAQS limits. No significant adverse air quality impacts would be expected.	CO concentrations are the same as Alternative 1,2 and 3, and would be lower than the NAAQS limits. No significant adverse air quality impacts would be expected.	CO concentrations near the modeled intersections would be about the same as the model-predicted CO concentrations for the other alternatives. CO levels would be below the NAAQS limits near all intersections examined. No significant adverse air quality impacts would be expected.
<p><i>Project-Level Conformity Determination</i></p> <p>Traffic modeling indicates traffic related to the alternatives and construction of the new bypass road would affect intersection performance in the study area by increasing delay at some intersections, which could trigger the need for an air quality conformity review. Therefore, traffic-related air quality impacts were also considered for the project's alternatives in the horizon year of 2040, in addition to the opening year (2012). Modeling results for these alternatives are shown below.</p>				

Air Quality (continued)																																																									
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<p><b>Washington State Intersection Screening Tool CO Screening Model Results (ppm) 2040</b></p> <table border="1"> <thead> <tr> <th rowspan="2">Intersection</th> <th rowspan="2">Averaging Period</th> <th colspan="5">2040 Alternatives</th> </tr> <tr> <th>Alt. 1</th> <th>Alt. 2</th> <th>Alt. 3</th> <th>Alt. 4</th> <th>Alt. 5</th> </tr> </thead> <tbody> <tr> <td rowspan="2">196th St SW and Alderwood Mall Pkwy</td> <td>1-hour</td> <td>6.4</td> <td>6.4</td> <td>6.4</td> <td>6.4</td> <td>6.4</td> </tr> <tr> <td>8-hour</td> <td>5.7</td> <td>5.7</td> <td>5.7</td> <td>5.7</td> <td>5.7</td> </tr> <tr> <td rowspan="2">30th Place W and Alderwood Mall Pkwy</td> <td>1-hour</td> <td>5.8</td> <td>5.8</td> <td>5.8</td> <td>5.8</td> <td>5.8</td> </tr> <tr> <td>8-hour</td> <td>5.3</td> <td>5.3</td> <td>5.3</td> <td>5.3</td> <td>5.3</td> </tr> <tr> <td rowspan="2">33rd Avenue W and 188th Street SW</td> <td>1-hour</td> <td>6.9</td> <td>6.9</td> <td>6.9</td> <td>6.9</td> <td>7.1</td> </tr> <tr> <td>8-hour</td> <td>6.0</td> <td>6.0</td> <td>6.0</td> <td>6.0</td> <td>6.2</td> </tr> </tbody> </table> <p>The analysis determined that the alternatives would not cause violations of the 1-hour or 8-hour standards for CO in years 2012 or 2040. Therefore, the proposed project conforms at a project-level with the air quality conformity requirements under state and federal air quality laws. The project would not cause a new violation of an air quality standard, nor would it prolong the time required to attain a standard.</p> <p><b>Operation Impacts Related to Costco Fuel Facility</b></p> <p>Emissions</p> <p>The Costco Wholesale retail fueling facility could potentially emit ambient pollutants such as volatile organic compounds (VOCs), hydrocarbons, and toxic air pollutants. The fueling facility design would include equipment of the latest technology and with many safety features to prevent potential environmental impacts, designed in accordance with local, state, and federal requirements. The Stage I EVR systems are 98 percent effective in controlling fugitive emissions from escaping into the environment. The Phase II EVR equipment controls vapors in the return path from the vehicles back to</p>							Intersection	Averaging Period	2040 Alternatives					Alt. 1	Alt. 2	Alt. 3	Alt. 4	Alt. 5	196th St SW and Alderwood Mall Pkwy	1-hour	6.4	6.4	6.4	6.4	6.4	8-hour	5.7	5.7	5.7	5.7	5.7	30th Place W and Alderwood Mall Pkwy	1-hour	5.8	5.8	5.8	5.8	5.8	8-hour	5.3	5.3	5.3	5.3	5.3	33rd Avenue W and 188th Street SW	1-hour	6.9	6.9	6.9	6.9	7.1	8-hour	6.0	6.0	6.0	6.0	6.2
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<p>the tanks and are 95 percent effective in controlling fugitive emissions from escaping into the environment. These control technologies would also minimize the potential for odors from the fuel facility activities. The operational activities associated with the fuel facility are not likely to cause significant air quality or odor impacts.</p>																																																			
<p><b>Emissions Related to Greenhouse Gas</b></p> <p>The tabulation of GHG emissions was based on the spreadsheet tool developed by King County, Washington in December 2007. The lifecycle emissions are the cumulative emissions over the expected useful life of the buildings included in the development alternatives. Comparing results of potential GHG emissions using the King County tool, it is clear that the alternative with the most development square footage (Alternative 2) has the potential to generate more GHG emissions than the other alternatives. This difference is primarily due to the amount of building construction.</p>																																																			
<p align="center"><b>Summary of Project-related Greenhouse Gas Emissions</b></p> <table border="1"> <thead> <tr> <th rowspan="2">Building Use</th> <th colspan="5">Life Span Emissions (MTCO<sub>2e</sub>)</th> </tr> <tr> <th>Alt. 1</th> <th>Alt. 2</th> <th>Alt. 3</th> <th>Alt. 4</th> <th>Alt. 5</th> </tr> </thead> <tbody> <tr> <td>Residential</td> <td>322,982</td> <td>489,366</td> <td>215,321</td> <td>0</td> <td>0</td> </tr> <tr> <td>Costco Food Sales</td> <td>283,788</td> <td>283,788</td> <td>283,788</td> <td>0</td> <td>0</td> </tr> <tr> <td>Food Service</td> <td>49,017</td> <td>80,879</td> <td>36,763</td> <td>19,607</td> <td>0</td> </tr> <tr> <td>Health Care/Day Care</td> <td>180,237</td> <td>0</td> <td>144,190</td> <td>0</td> <td>915,442</td> </tr> <tr> <td>Retail</td> <td>156,224</td> <td>231,993</td> <td>89,829</td> <td>251,130</td> <td>0</td> </tr> <tr> <td><b>Total Emissions</b></td> <td><b>992,249</b></td> <td><b>1,086,026</b></td> <td><b>769,891</b></td> <td><b>270,737</b></td> <td><b>915,442</b></td> </tr> </tbody> </table>					Building Use	Life Span Emissions (MTCO <sub>2e</sub> )					Alt. 1	Alt. 2	Alt. 3	Alt. 4	Alt. 5	Residential	322,982	489,366	215,321	0	0	Costco Food Sales	283,788	283,788	283,788	0	0	Food Service	49,017	80,879	36,763	19,607	0	Health Care/Day Care	180,237	0	144,190	0	915,442	Retail	156,224	231,993	89,829	251,130	0	<b>Total Emissions</b>	<b>992,249</b>	<b>1,086,026</b>	<b>769,891</b>	<b>270,737</b>	<b>915,442</b>
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Alternative 1 Project Sponsor's Preferred Alternative with Office	Alternative 2 Project Sponsor's Preferred Alternative without Office	Alternative 3 Lower Intensity Mixed Use Alternative	Alternative 4 All Retail Alternative	Alternative 5 No Action Alternative
<p>Residential use is the largest contributor to GHG emissions because occupants would consume energy in the form of electricity and commuters would consume fuel. Food sales would also generate a large portion of the GHG emissions due to electricity consumption and fuel used for vehicle trips. Alternative 1 building uses generate more GHG emissions than all other project alternatives except Alternative 2, which would have the highest density building uses and would therefore generate the most GHG emissions.</p>	<p>Alternative 2 would incorporate more retail and residential development and would result in more lifecycle GHG emissions than any of the other alternatives. This would be primarily due to the amount of construction materials required and the energy consumption due to anticipated building use.</p>	<p>This Alternative would result in less construction and fewer occupants on the site. Consequently, lesser quantities of lifecycle GHG emissions are predicted for the construction and use of the developed buildings.</p>	<p>Alternative 4 would not include residential and office elements nor the Costco Wholesale or fuel facility. There would be less overall development and consequently less building materials needed. Lifecycle energy consumption also would be less because the more energy-consuming building uses (residential and office) are not included in this Alternative. This Alternative is therefore projected to have the least GHG emissions compared to all other Alternatives.</p>	<p>This Alternative would generate more lifecycle GHG emissions than Alternatives 3 and 4 because the health care and office building uses generally consume more electricity than some other uses, and because the total square footage of developed space is greater than with those alternatives. However, GHG emissions under this Alternative are less than those projected for the more intensive Alternatives 1 and 2.</p>

Air Quality (continued)				
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<p><b>Mitigating Measures</b></p> <p>Possible construction mitigation includes:</p> <ul style="list-style-type: none"> <li>Use only equipment and trucks that are maintained in optimal operational condition.</li> <li>Require all off road equipment to be retrofit with emission reduction equipment.</li> <li>Use bio-diesel or other lower-emission fuels for vehicles and equipment.</li> <li>Use car-pooling or other trip reduction strategies for construction workers.</li> <li>Stage construction to minimize overall transportation system congestion and delays in order to reduce regional emissions of pollutants during construction.</li> <li>Implement restrictions on construction truck idling (e.g., limit idling to a maximum of 5 minutes).</li> <li>Locate construction equipment away from sensitive receptors such as fresh air intakes to buildings, air conditioners, and sensitive populations.</li> <li>Locate construction-staging zones where diesel emissions will not be noticeable to the public or near sensitive populations such as the elderly and the young.</li> <li>Develop a dust control plan during project planning to identify sources and activities that would be likely to generate fugitive dust and the means to control such emissions.</li> <li>Spray exposed soil with water or other suppressant to reduce emissions of PM<sub>10</sub> and deposition of particulate matter; include dust controls on paved and unpaved roads and in site preparation, grading and loading areas.</li> </ul>				

Air Quality (continued)				
Alternative 1 Project Sponsor's Preferred Alternative with Office	Alternative 2 Project Sponsor's Preferred Alternative without Office	Alternative 3 Lower Intensity Mixed Use Alternative	Alternative 4 All Retail Alternative	Alternative 5 No Action Alternative
<ul style="list-style-type: none"> <li>Cover or use moisteners or soil stabilizers to minimize emissions from storage piles; minimize drop heights involved in creating storage piles or haul-vehicle loading.</li> <li>Cover all trucks transporting materials, wet down materials in trucks, or provide adequate freeboard (space from the top of the material to the top of the truck bed) to reduce PM<sub>10</sub> emissions and deposition during transport.</li> <li>Pave or use gravel on staging areas and roads that would be exposed for long periods, and reduce speeds on unpaved roads or work areas.</li> <li>Use quarry spalls at entrances, vehicle scrapes, or wheel washers to remove particulate matter that would otherwise be carried off site by vehicles to decrease deposition of particulate matter on area roadways.</li> <li>Remove particulate matter deposited on paved, public roads, sidewalks, and bicycle and pedestrian paths to reduce mud and dust; sweep and wash streets continuously to reduce emissions.</li> <li>Cover dirt, gravel, and debris piles as needed to reduce dust and wind blown debris, and avoid dust-generating activities during windy periods.</li> <li>Route and schedule construction trucks to reduce delays to traffic during peak travel times to reduce air quality impacts caused by a reduction in traffic speeds.</li> </ul> <p><b>Significant Unavoidable Adverse Impacts</b></p> <p>None.</p>				

Stormwater				
Alternative 1 Project Sponsor's Preferred Alternative with Office	Alternative 2 Project Sponsor's Preferred Alternative without Office	Alternative 3 Lower Intensity Mixed Use Alternative	Alternative 4 All Retail Alternative	Alternative 5 No Action Alternative
<b>Potential Impacts</b>				
<b>Construction:</b>				
Total disturbed area would be approximately 35 acres; significant potential for erosion and deposition of sediments in the downstream system could occur without measures to limit erosion and treat stormwater. Such measures would be required as part of a stormwater pollution prevention plan (SWPPP); submission of a SWPPP is required by the Department of Ecology's (Ecology) Stormwater Management Manual for Western Washington.				
<b>Operation:</b>				
Stormwater measures proposed by the Project Sponsor are required by regulation. In Washington State, Ecology administers the federal National Pollutant Discharge Elimination System (NPDES) Permit Program that includes regulation of municipal storm sewer systems. The City of Lynnwood is covered under the Phase II NPDES permit for western Washington. Since the Proposed Action would disturb one acre or more, the requirements of the Stormwater Management Manual for Western Washington (SWMM) (Ecology, 2005) must be met.				
The developed site would have greater impervious area than present and, therefore, higher runoff levels that would need to be managed. The total site detention volume would be increased, the 25-year inflow into the detention facilities would be greater than existing conditions, and the controlled release rate would be less than existing conditions (which includes run-on from adjacent properties). Run-off from off site that enters the site at present would be routed around the site, thereby bypassing the new on-site detention facilities.				
Stormwater quality treatment would achieve at least 80-percent removal of suspended solids for the water quality flow rate.				

Stormwater (continued)				
Alternative 1 Project Sponsor's Preferred Alternative with Office	Alternative 2 Project Sponsor's Preferred Alternative without Office	Alternative 3 Lower Intensity Mixed Use Alternative	Alternative 4 All Retail Alternative	Alternative 5 No Action Alternative
Overall, a significant reduction in runoff rates would occur, and water quality would likely be improved. The alternatives would beneficially affect stormwater quantity and quality.				
- Impervious surface = 30.7 acres - Detention volume = 12.5 acre-feet - 25-year inflow into the detention facilities = 17.7 cfs - controlled release rate = 1.72 cfs - required water quality volume would be 0.62 acre-feet	- Impervious surface = 29.8 - 31.5 acres - Detention volume = 12.2 - 12.6 acre-feet - 25-year inflow into the detention facilities = 17.3 - 18.0 cfs - controlled release rate = 1.72 cfs - required water quality volume would be slightly smaller to slightly larger than for Alternative 1	- Impervious surface = 29.8 - 31.5 acres - Detention volume = 12.2 - 12.6 acre-feet - 25-year inflow into the detention facilities = 17.3 - 18.0 cfs - controlled release rate = 1.72 cfs - required water quality volume would be slightly smaller to slightly larger than for Alternative 1	- Impervious surface = 28 - 31.5 acres - Detention volume = 11.5 - 12.6 acre-feet - 25-year inflow into the detention facilities = 16.7 - 18.0 cfs - controlled release rate = 1.72 cfs - required water quality volume would be slightly smaller to slightly larger than for Alternative 1	- Impervious surface = 28 - 31.5 acres - Detention volume = 11.5 - 12.6 acre-feet - 25-year inflow into the detention facilities = 16.7 - 18.0 cfs - controlled release rate = 1.72 cfs - required water quality volume would be slightly smaller to slightly larger than for Alternative 1
<b>Mitigating Measures</b>				
<b>Construction:</b>				
Measures to handle stormwater during construction would need to meet Ecology's 2005 Stormwater Management Manual for Western Washington and the NPDES construction permit requirements, which include water quality monitoring during construction. Because these design details are not available at this time, the additional measures listed below are				

Stormwater (continued)				
Alternative 1 Project Sponsor's Preferred Alternative with Office	Alternative 2 Project Sponsor's Preferred Alternative without Office	Alternative 3 Lower Intensity Mixed Use Alternative	Alternative 4 All Retail Alternative	Alternative 5 No Action Alternative
<p>preliminary recommendations and considerations rather than specific requirements. This will allow for some flexibility in the permit review process by the City. Additional measures include:</p> <ul style="list-style-type: none"> <li>• Limit the extent of active construction areas (e.g., limiting the area of active grading to smaller areas in phases rather than the entire 35 acres at one time).</li> <li>• Require the construction of the off-site runoff bypass system as an initial element of construction to prevent off-site runoff from coming in contact with disturbed areas.</li> <li>• Consider implementation of filter systems (e.g., Baker tanks) and/or chemical treatment systems to treat construction water.</li> <li>• In construction of the vaults, allow sufficient curing time of the concrete prior to vault operation. This would reduce the potential for high pH levels that typically occur from newly poured concrete.</li> <li>• Consider the use of an independent temporary erosion and sediment control (TESC) monitor to ensure that measures put in place are functioning properly. This could be considered if City staff is not available to provide sufficient construction monitoring.</li> </ul> <p><b>Operation:</b></p> <p><b>Measures Required by Regulation—</b> Mitigating measures that are proposed by the project proponent are those required by regulation and are part of Proposed Action (i.e., runoff control, detention, and controlled releases). Since the Proposed Action would disturb one acre or more, the requirements of the Stormwater Management Manual for Western Washington (SWMM) (Ecology, 2005) must be met. The SWMM defines the minimum requirements for control and treatment of stormwater runoff from new development, redevelopment, and construction sites under ten Minimum Requirements (MR).</p>				

Stormwater (continued)				
Alternative 1 Project Sponsor's Preferred Alternative with Office	Alternative 2 Project Sponsor's Preferred Alternative without Office	Alternative 3 Lower Intensity Mixed Use Alternative	Alternative 4 All Retail Alternative	Alternative 5 No Action Alternative
<p>These minimum requirements are as follows:</p> <ul style="list-style-type: none"> <li>MR #1: Preparation of Stormwater Site Plans</li> <li>MR #2: Construction Stormwater Pollution Prevention Plan (SWPPP)</li> <li>MR #3: Source Control of Pollution</li> <li>MR #4: Preservation of Natural Drainage Systems and Outfalls.</li> <li>MR #5: On-site Stormwater Management</li> <li>MR #6: Runoff Treatment</li> <li>MR #7: Flow Control</li> <li>MR #8: Wetlands Protection</li> <li>MR #9: Basin/Watershed Planning</li> <li>MR#10: Operations and Maintenance</li> </ul> <p>MR# 9 is not applicable for this project.</p> <p>Additional post-construction measures to consider include implementation of low impact development techniques as required in Minimum Requirement #5 such as constructing bio-retention areas, amending soils in landscaped areas and all pervious areas that are disturbed, providing permeable paving in lieu of conventional hardscapes, and providing roof downspout infiltration systems. During final design, the feasibility of incorporating grass-lined swales in lieu of piped conveyance systems should be investigated.</p> <p><b>Significant Unavoidable Adverse Impacts</b></p> <p>None.</p>				

Plants and Animals including Wetlands				
Alternative 1 Project Sponsor's Preferred Alternative with Office	Alternative 2 Project Sponsor's Preferred Alternative without Office	Alternative 3 Lower Intensity Mixed Use Alternative	Alternative 4 All Retail Alternative	Alternative 5 No Action Alternative
<p><b>Potential Impacts</b></p> <p>Construction of the bypass roadway would reduce the amount of vegetation and habitat available to wildlife in this area of the site, resulting in minor to moderate impacts. No Priority Habitats and Species or federally protected species would be affected.</p> <p>The bypass roadway would be constructed through Wetland C. Development within Wetland C and its buffer would change its horizontal and vertical vegetation structure; expose soil materials and increase potential surface runoff, erosion, and off-site sedimentation; reduce wetland functions and values; and disrupt use of the area by wildlife. Without mitigation, filling of Wetland C may be considered a significant impact. With mitigation, filling of Wetland C and loss of the habitat afforded by the forested area on-site may be considered a moderate impact. No impacts would occur to Wetland A. 250 linear feet of Tunnel Creek that is currently in an open channel east of the existing access driveway to the site would be conveyed into a culvert in order to accommodate the new bypass roadway. An approximate 36-inch culvert would be needed to accommodate the flow of Tunnel Creek, which is fed by stormwater runoff, and stormwater runoff from the site.</p> <p><b>Mitigating Measures</b></p> <p>To mitigate impacts to Wetland C, new wetland area would be created adjacent to Wetland A at a 2:1 replacement ratio in accordance with City of Lynnwood requirements. Native vegetation would be planted in the wetland mitigation area to compensate for impacts to plants and animals. Plant species would be native to western Washington and of value to wildlife for habitat and foraging opportunities. The buffers of Wetland A and Tunnel Creek would be protected, and parking lot lights would be directed away from the wetland mitigation area to minimize wildlife disturbance.</p> <p>Compensatory mitigation for Tunnel Creek is proposed that consists of daylighting a portion of the creek west of the new roadway where it is currently contained in a pipe. Final design has not yet been completed; however, it is anticipated that</p>				

Plants and Animals including Wetlands (continued)				
Alternative 1 Project Sponsor's Preferred Alternative with Office	Alternative 2 Project Sponsor's Preferred Alternative without Office	Alternative 3 Lower Intensity Mixed Use Alternative	Alternative 4 All Retail Alternative	Alternative 5 No Action Alternative
<p>the new stream channel would be one to two feet deep and two to three feet wide. The stream buffer would be planted with a mix of native indigenous woody species and a seed mix appropriate to the specific conditions of the site.</p> <p><b>Significant Unavoidable Adverse Impacts</b></p> <p>With mitigation, no significant unavoidable adverse impacts are anticipated.</p>				

Environmental Health – Noise				
Alternative 1 Project Sponsor's Preferred Alternative with Office	Alternative 2 Project Sponsor's Preferred Alternative without Office	Alternative 3 Lower Intensity Mixed Use Alternative	Alternative 4 All Retail Alternative	Alternative 5 No Action Alternative
<p><b>Potential Impacts</b></p> <p><b>Construction:</b></p> <p>There would be temporary increases in sound levels from construction activities that would likely exceed Lynnwood's noise limits at locations very near the construction activity. Although construction noise is exempt from the limits during daytime hours and it is temporary, impacts may nonetheless occur at residences close to the active construction areas.</p> <p><b>Operation:</b></p> <p>Noise from parking lots is expected to be minimal, resulting in no adverse noise impacts. Noise from HVAC equipment and loading docks would be required to comply with the City of Lynnwood's nighttime noise limit of 47 dBA, which would reduce potential noise impacts to less than significant. Noise from the Costco Wholesale fueling facility is predicted to be 47 dBA or less at the nearest off-site residences during peak activity. This level would be well below the City's daytime noise limit of 57 dBA and would also comply with the more stringent nighttime limit of 47 dBA. Therefore, no significant off-site noise impacts are anticipated due to the Costco Wholesale fueling facility. Nighttime noise limits also would not be exceeded at new on-site residences if the facility operates before 7 a.m.</p> <p>Modeled traffic noise levels at representative receptor locations are shown below; the predicted sound levels are similar for all alternatives.</p>				

Environmental Health – Noise (continued)																																						
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<p align="center"><b>PM PEAK HOURLY Leq TRAFFIC SOUND LEVELS (dBA)</b></p> <table border="1"> <thead> <tr> <th rowspan="2">Receptor</th> <th rowspan="2">Existing Sound Level</th> <th colspan="2">All Alternatives</th> </tr> <tr> <th>Sound Level</th> <th>Increase Over Existing</th> </tr> </thead> <tbody> <tr> <td>Off-site: 17902-30<sup>th</sup> Place W.</td> <td>59</td> <td>60</td> <td>1</td> </tr> <tr> <td>19705-33<sup>rd</sup> Place W.</td> <td>54</td> <td>59</td> <td>5</td> </tr> <tr> <td>3204-180<sup>th</sup> Place SW</td> <td>54</td> <td>54</td> <td>0</td> </tr> <tr> <td>Alderwood Park Apts.</td> <td>54</td> <td>54-55</td> <td>1</td> </tr> <tr> <td>On-site: Building D</td> <td>NA</td> <td>55</td> <td>NA</td> </tr> <tr> <td>Building E</td> <td>NA</td> <td>54</td> <td>NA</td> </tr> <tr> <td>Building H</td> <td>NA</td> <td>59</td> <td>NA</td> </tr> </tbody> </table> <p>The highest calculated traffic sound level for all alternatives is 60 dBA at the nearest residence due north of the project site. This level would not be considered an impact using FHWA/WSDOT criteria. The largest calculated increase in sound levels in 2011 compared to existing sound levels is 5 dBA, which would occur at residences near the current eastern terminus of 179<sup>th</sup> Street SW. The increases over existing traffic sound levels at this and all other receptor locations primarily would be due to the extension of 179<sup>th</sup> Street SW and not due to the Project or the new bypass road. No significant traffic noise impacts would be expected.</p> <p><b>Mitigating Measures</b></p> <p>Possible construction mitigation includes:</p> <ul style="list-style-type: none"> <li>Contractors should use properly sized and maintained mufflers, engine intake silencers, and engine enclosures and turn off idle equipment.</li> </ul>					Receptor	Existing Sound Level	All Alternatives		Sound Level	Increase Over Existing	Off-site: 17902-30 <sup>th</sup> Place W.	59	60	1	19705-33 <sup>rd</sup> Place W.	54	59	5	3204-180 <sup>th</sup> Place SW	54	54	0	Alderwood Park Apts.	54	54-55	1	On-site: Building D	NA	55	NA	Building E	NA	54	NA	Building H	NA	59	NA
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Environmental Health – Noise (continued)				
Alternative 1 Project Sponsor's Preferred Alternative with Office	Alternative 2 Project Sponsor's Preferred Alternative without Office	Alternative 3 Lower Intensity Mixed Use Alternative	Alternative 4 All Retail Alternative	Alternative 5 No Action Alternative
<ul style="list-style-type: none"> <li>Place construction staging areas expected to be in use for more than a few weeks and stationary equipment as far as possible from sensitive receivers, particularly residences.</li> <li>Where feasible, substitute hydraulic or electric models for impact tools such as jackhammers, rock drills, and pavement breakers.</li> <li>Where feasible, require back-up alarms on equipment to be ambient-sensing alarms that broadcast a warning sound loud enough to be heard over background noise but without having to use a preset, maximum volume, or use broad band backup alarms instead of typical pure tone alarms.</li> </ul> <p>Possible operation mitigation includes:</p> <ul style="list-style-type: none"> <li>Select quiet HVAC equipment and/or install equipment in an enclosure or in a location shielded from nearby residences.</li> <li>Locate loading docks/truck activities in locations shielded from nearby residences.</li> </ul> <p><b>Significant Unavoidable Adverse Impacts</b></p> <p>With mitigation, no significant unavoidable adverse impacts are anticipated.</p>				

Environmental Health – Soil Contamination				
Alternative 1 Project Sponsor's Preferred Alternative with Office	Alternative 2 Project Sponsor's Preferred Alternative without Office	Alternative 3 Lower Intensity Mixed Use Alternative	Alternative 4 All Retail Alternative	Alternative 5 No Action Alternative
<p><b>Potential Impacts</b></p> <p>Remediation of contaminated soils would occur under all alternatives during the construction process. Ecology will be notified about the contamination prior to any construction. A voluntary clean-up plan (VCP) will be developed between the Edmonds School District and Ecology to ensure the contamination is remediated properly.</p> <p><b>Mitigating Measures</b></p> <p>Remediation of contaminated soils would be accomplished during the proposed construction. It is likely that the removal of contaminated soils would correct the ground water contamination. Because the soil is contaminated, it should be handled in accordance with prudent health and safety practices, transported in accordance with applicable Washington State Department of Transportation (WSDOT) regulations, and disposed of at an appropriately licensed disposal facility.</p> <p><b>Significant Unavoidable Adverse Impacts</b></p> <p>With mitigation, no significant unavoidable adverse impacts are anticipated.</p>				

Land Use				
Alternative 1 Project Sponsor's Preferred Alternative with Office	Alternative 2 Project Sponsor's Preferred Alternative without Office	Alternative 3 Lower Intensity Mixed Use Alternative	Alternative 4 All Retail Alternative	Alternative 5 No Action Alternative
<p><b>Potential Impacts</b></p> <p><b>Land Use:</b> Direct on-site impacts include displacement of the Lynnwood Athletic Complex (LAC). Please see the <i>Parks and Recreation</i> section for a discussion of the LAC.</p> <p>The Proposed Action would be compatible with commercial uses near or adjacent to most of the site. Indirectly, the Proposed Action would supplement or bolster retail and other commercial activities in the surrounding area. It would reinforce the objectives of the Subregional Center by adding employment and population growth, possibly hasten or stimulate redevelopment in the ACCTA and/or City Center, and contribute to a more robust subregional activity center. Residential use provided as part of the Proposed Action could lessen the short-term demand for residential use in the City Center area. Altogether, indirect and cumulative land use impacts would be positive.</p> <p>Compatibility would be less for the residential uses adjacent to the north/northwest part of the site. The proposed Costco Warehouse parking lot and fueling facility are adjacent to this area. The greater levels of activity on site, especially in this area, would lead to "proximity" impacts associated with Alternative 1 (e.g., noise, light/glare).</p> <p>The single-family residence just north of the site and two single-family residences abutting the northwest side of the site would experience the greatest impacts, including impacts from the proposed bypass roadway and the extension of 179<sup>th</sup> Place SW to 30<sup>th</sup> Place W planned in conjunction with an approved residential development. Depending upon which bypass roadway configuration is selected, it may be necessary to relocate the driveway that serves the single-family residence north of the site. In these individual cases, the impacts may be considered significant in view of Lynnwood's goals to protect and enhance single-family neighborhoods, and to ensure retention of single-family housing through protection from conflict with or encroachment of incompatible land uses or activities. Overall impacts on residential use, however, are likely to be minor adverse impacts.</p>				

Land Use (continued)				
Alternative 1 Project Sponsor's Preferred Alternative with Office	Alternative 2 Project Sponsor's Preferred Alternative without Office	Alternative 3 Lower Intensity Mixed Use Alternative	Alternative 4 All Retail Alternative	Alternative 5 No Action Alternative
<p><b>Relationship to Plans and Policies:</b></p>				
<p>The Proposed Action includes Amendments to the Comprehensive Plan to change the Land Use designation of the site from "Public Facilities" (PF) to "Mixed Use" (MU), and a rezone of the site from "Public and Semi-Public" (P-1) to Commercial-Residential (C-R) to allow development of a mixed-use center.</p>	<p>Land use impacts of Alternative 2 would generally be the same as for Alternative 1. While additional employment and housing opportunities would be provided, Alternative 2 would not include an office building component. As a result, fewer employment opportunities would be provided in Alternative 2 than in Alternative 1, but increased retail space and additional multi-family units would be provided.</p> <p>This mix of uses would support the purpose of the Subregional Center.</p>	<p>This alternative would have a lesser effect in reinforcing the land use objectives of the Subregional Center than Alternative 1.</p> <p>The mix of uses would not be as intensive as Alternative 1; however, Alternative 3 would support the purpose of the Subregional Center. Therefore, this alternative would be consistent with the plans and policies described for Alternative 1 and its attendant land use designation and zoning.</p>	<p>This alternative would have a lesser effect in reinforcing the land use objectives of the Subregional Center. While additional employment opportunities would be provided, they would be at slightly lower levels than for Alternative 1 and no housing would be provided. Therefore, this alternative would not be consistent with the plans and policies described for Alternative 1 and its land use designation and zoning.</p>	<p>The site would retain its current land use designation and zoning. This alternative would not reinforce the commercial character of the Subregional Center.</p> <p>This alternative would not be consistent with regional and City land use plans and policies except for current land use and zoning.</p>

Land Use (continued)				
Alternative 1 Project Sponsor's Preferred Alternative with Office	Alternative 2 Project Sponsor's Preferred Alternative without Office	Alternative 3 Lower Intensity Mixed Use Alternative	Alternative 4 All Retail Alternative	Alternative 5 No Action Alternative
<p>Alternative 1 is generally supportive of GMA's planning goals except Goal 9 – Open Space and Recreation (see the <i>Parks and Recreation</i> section).</p> <p>The mixed-use component of Alternative 1 would reinforce Lynnwood's role as a regional growth center under the Puget Sound Regional Council's Vision 2040. The Costco Warehouse component would be more auto-oriented vs. pedestrian-oriented and would provide less reinforcement.</p>	<p>Alternative 2 is generally supportive of GMA's planning goals except Goal 9 – Open Space and Recreation (see the <i>Parks and Recreation</i> section).</p> <p>The mixed-use component of Alternative 2 would reinforce Lynnwood's role as a regional growth center under the Puget Sound Regional Council's Vision 2040. The Costco Warehouse component would be more auto-oriented vs. pedestrian-oriented and would provide less reinforcement.</p>	<p>This alternative is generally supportive of GMA's planning goals except Goal 9 – Open Space and Recreation (see the <i>Parks and Recreation</i> section).</p> <p>The mixed-use component of Alternative 3 would reinforce Lynnwood's role as a regional growth center under the Puget Sound Regional Council's Vision 2040. The Costco Warehouse component would be more auto-oriented vs. pedestrian-oriented and would provide less reinforcement.</p>	<p>This alternative is generally supportive of GMA's planning goals except Goal 9 – Open Space and Recreation (see the <i>Parks and Recreation</i> section).</p> <p>Alternative 4 would have a lesser effect in reinforcing the land use objectives of the Subregional Center under the Puget Sound Regional Council's Vision 2040.</p>	<p>This alternative is generally supportive of GMA's planning goals except Goal 9 – Open Space and Recreation (see the <i>Parks and Recreation</i> section).</p> <p>Alternative 5 would not reinforce the planned character of the Subregional Center under the Puget Sound Regional Council's Vision 2040.</p>

Land Use (continued)				
Alternative 1 Project Sponsor's Preferred Alternative with Office	Alternative 2 Project Sponsor's Preferred Alternative without Office	Alternative 3 Lower Intensity Mixed Use Alternative	Alternative 4 All Retail Alternative	Alternative 5 No Action Alternative
<p>Alternative 1 would be consistent with Snohomish County's Countywide Planning Policies that encourage orderly and efficient development patterns with higher density development in urban areas. The mixed use component of Alternative 1 is consistent with the policies of encouraging pedestrian-friendly and transit-compatible development; co-location of jobs and housing, infill and redevelopment of suitable areas.</p>	<p>Alternative 2 would be consistent with Snohomish County's Countywide Planning Policies that encourage orderly and efficient development patterns with higher density development in urban areas. The mixed use component of Alternative 2 is consistent with the policies of encouraging pedestrian-friendly and transit-compatible development, co-location of jobs and housing, infill and redevelopment of suitable areas.</p>	<p>Alternative 3 would be consistent with Snohomish County's Countywide Planning Policies that encourage orderly and efficient development patterns with higher density development in urban areas. The mixed use component of Alternative 3 is consistent with the policies of encouraging pedestrian-friendly and transit-compatible development, co-location of jobs and housing, infill and redevelopment of suitable areas.</p>	<p>Alternative 4 would be consistent with Snohomish County's Countywide Planning Policies that encourage orderly and efficient development patterns with higher density development in urban areas. It would be less supportive of policies encouraging pedestrian-friendly and transit-compatible development, co-location of jobs and housing, infill and redevelopment of suitable areas because no housing would be provided.</p>	<p>Alternative 5 would be consistent with Snohomish County's Countywide Planning Policies that encourage orderly and efficient development patterns with higher density development in urban areas. It would be less supportive of policies encouraging pedestrian-friendly and transit-compatible development, co-location of jobs and housing, infill and redevelopment of suitable areas because there would be limited mixed uses.</p>

Land Use (continued)				
Alternative 1 Project Sponsor's Preferred Alternative with Office	Alternative 2 Project Sponsor's Preferred Alternative without Office	Alternative 3 Lower Intensity Mixed Use Alternative	Alternative 4 All Retail Alternative	Alternative 5 No Action Alternative
In general, Alternative 1 supports the Plan Vision, Plan Concept (Land Use), Land Use Description: Mixed Use, Policy Description: Mixed Use, and relevant Goals and Policies of Lynnwood's Comprehensive Plan, and is consistent with the goals for the Subregional Center. An exception is that the Costco Wholesale component of the proposal is not consistent with goals and policies encouraging pedestrian-friendly and transit-supportive development.	In general, Alternative 2 supports the Plan Vision, Plan Concept (Land Use), Land Use Description: Mixed Use, Policy Description: Mixed Use, and relevant Goals and Policies of Lynnwood's Comprehensive Plan, and is consistent with the goals for the Subregional Center. An exception is that the Costco Wholesale component of the proposal is not consistent with goals and policies encouraging pedestrian-friendly and transit-supportive development.	In general, Alternative 3 supports the Plan Vision, Plan Concept (Land Use), Land Use Description: Mixed Use, Policy Description: Mixed Use, and relevant Goals and Policies of Lynnwood's Comprehensive Plan, and is consistent with the goals for the Subregional Center. An exception is that the Costco Wholesale component of the proposal is not consistent with goals and policies encouraging pedestrian-friendly and transit-supportive development.	Alternative 4 would be less consistent with the Plan Vision, Plan Concept (Land Use), Land Use Description: Mixed Use, Policy Description: Mixed Use, and relevant Goals and Policies of Lynnwood's Comprehensive Plan because it would not provide for a mix of uses, especially residential uses, and retail uses would not be at intensities that support the purpose of the Subregional Center.	Alternative 5 would be less consistent with the Plan Vision, Plan Concept (Land Use), Land Use Description: Mixed Use, Policy Description: Mixed Use, and relevant Goals and Policies of Lynnwood's Comprehensive Plan because it would not provide for a mix of uses, especially residential and retail uses.

Land Use (continued)				
Alternative 1 Project Sponsor's Preferred Alternative with Office	Alternative 2 Project Sponsor's Preferred Alternative without Office	Alternative 3 Lower Intensity Mixed Use Alternative	Alternative 4 All Retail Alternative	Alternative 5 No Action Alternative
The existing level of service in the Parks, Recreation, and Open Space Element of the Comprehensive Plan would need to be revised, and the Parks Facilities Map would need to be amended to remove this site (see the <i>Parks and Recreation</i> section).	The existing level of service in the Parks, Recreation, and Open Space Element of the Comprehensive Plan would need to be revised, and the Parks Facilities Map would need to be amended to remove this site (see the <i>Parks and Recreation</i> section).	The existing level of service in the Parks, Recreation, and Open Space Element of the Comprehensive Plan would need to be revised, and the Parks Facilities Map would need to be amended to remove this site (see the <i>Parks and Recreation</i> section).	The existing level of service in the Parks, Recreation, and Open Space Element of the Comprehensive Plan would need to be revised, and the Parks Facilities Map would need to be amended to remove this site (see the <i>Parks and Recreation</i> section).	The existing level of service in the Parks, Recreation, and Open Space Element of the Comprehensive Plan would need to be revised, and the Parks Facilities Map would need to be amended to remove this site (see the <i>Parks and Recreation</i> section).
<p><b>Mitigating Measures</b></p> <p>Maintain a vegetated buffer in the northwest portion of the site to reduce potential land use incompatibility and proximity impacts to residential uses to the north/northwest of the site.</p> <p>Adopt a Planned Action ordinance to identify types of uses that are allowed and the conditions (mitigating measures) that must be met for approval. Proposed development that is consistent with the Planned Action ordinance would not require further SEPA review. In addition, execute a development agreement that would regulate uses and establish conditions of approval (mitigating measures).</p> <p>Comply with the required authorizations, permits, etc. listed in the Fact Sheet.</p>				

Land Use (continued)				
Alternative 1 Project Sponsor's Preferred Alternative with Office	Alternative 2 Project Sponsor's Preferred Alternative without Office	Alternative 3 Lower Intensity Mixed Use Alternative	Alternative 4 All Retail Alternative	Alternative 5 No Action Alternative
<b>Significant Unavoidable Adverse Impacts</b>				
Conversion of a former high school and athletic field site to a more intensive commercial/residential development.	Conversion of a former high school and athletic field site to a more intensive commercial/residential development.	Conversion of a former high school and athletic field site to a more intensive commercial/residential development.	Conversion of a former high school and athletic field site to a more intensive commercial/residential development.	Conversion of a former high school and athletic field site to a more intensive commercial/residential development.
Reduction of the level of service for Parks facilities; see <i>Parks and Recreation</i> section.	Reduction of the level of service for Parks facilities; see <i>Parks and Recreation</i> section.	Reduction of the level of service for Parks facilities; see <i>Parks and Recreation</i> section.	Reduction of the level of service for Parks facilities; see <i>Parks and Recreation</i> section.	Reduction of the level of service for Parks facilities; see <i>Parks and Recreation</i> section.
No other significant unavoidable adverse land use impacts have been identified.	No other significant unavoidable adverse land use impacts have been identified.	The land use intensity of the alternative does not fully support plans and policies.  No other significant unavoidable adverse land use impacts have been identified.	No other significant unavoidable adverse land use impacts have been identified.	No other significant unavoidable adverse land use impacts have been identified.

Parks and Recreation				
Alternative 1 Project Sponsor's Preferred Alternative with Office	Alternative 2 Project Sponsor's Preferred Alternative without Office	Alternative 3 Lower Intensity Mixed Use Alternative	Alternative 4 All Retail Alternative	Alternative 5 No Action Alternative
<b>Potential Impacts</b>				
<p>In addition to the demand for additional park land created by the proposed development, the most significant adverse impact on <i>Parks and Recreation</i> is the loss of the Lynnwood Athletic Complex. While the high school and other school buildings on site were demolished in 2010 and scheduled athletic programs were suspended, impacts are considered as they would occur with the LAC recreation facilities in place.</p> <p><b>Loss of Facilities:</b></p> <p>All facilities at the Lynnwood Athletic Complex (LAC) would be displaced with the result that the City would have fewer recreation facilities within its boundaries and would provide fewer programs, activities, and events. This would be considered a direct adverse impact for and in the City of Lynnwood.</p> <p><b>Loss of Activities:</b></p> <p><i>City of Lynnwood:</i> Opportunities for unscheduled activities at the track, two volleyball courts, children's play area, and picnic area would be foregone. Although residents may substitute other park and recreation facilities in the City, this could lead to overcrowding at these locations and inconvenience to users. No other substitute volleyball facilities are available in Lynnwood. Also, loss of the track would have the greatest adverse effect on residents who are in closest proximity to the site. Overall, impacts on unscheduled activities would likely be minor to significant depending upon the type of facility in question.</p> <p>With respect to scheduled activities, the loss of the LAC facilities would adversely affect league and community group programs and activities. Although the City has moved its softball program to the Meadowdale Playfields, the program operates at a reduced number of teams and hours of use compared to activity levels at the LAC. Community group activities at the LAC would be eliminated. The loss of these activities would be extensive and long term. Opportunities to hold the annual 4<sup>th</sup> of July celebration would be foregone. Impacts on scheduled activities may be considered significant.</p>				

Parks and Recreation (continued)					
Alternative 1 Project Sponsor's Preferred Alternative with Office	Alternative 2 Project Sponsor's Preferred Alternative without Office	Alternative 3 Lower Intensity Mixed Use Alternative	Alternative 4 All Retail Alternative	Alternative 5 No Action Alternative	
<p><i>Edmonds Community College:</i> Edmonds Community College expects that it will continue its women's and men's soccer and softball practices and games and intramural sports activities (softball and soccer practices, games, and camps) at the new high school site. The less convenient location is expected to be offset by the beneficial impact of having newer, up-to-date facilities.</p> <p><b>Effects on Level of Service:</b></p> <p>Effects with Loss of LAC: For Core Parks, the existing level of service (LOS) standard is 5 acres of Core Parks land per 1,000 population. The current LOS is estimated to be 3.79 acres per 1,000 population. With the Proposed Action, a reduction of 20.4 acres of Core Parks land would occur resulting in an LOS of 3.23 acres per 1,000 population, a reduction of 15 percent. For Community Parks, a subset of Core Parks, the overall LOS would be reduced from 2.62 acres per 1,000 population to 2.06 acres per 1,000 population, a reduction of 21 percent.</p> <p>Effects Due to On-Site Population: Under Alternative 1 for "Core Parks" land, the level of service would decrease to 3.17 acres per 1,000 population, and for "Community Parks" it would decrease to 2.02 acres per 1,000 population. Alternative 2, with its greater on-site population, would reduce the level of service further compared to Alternative 1 while Alternative 3, with its lower on-site population, would have a smaller effect on level of service. A summary of increased park demand (acres and trail miles) based on projected new residents and the City's adopted level of service for parks is as follows:</p>					
Adopted City LOS	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Core Parks: 5 acres/1000	2.97 acres	4.5 acres	1.98 acres	-	-
Other Parks: 5 acres /1000	2.97 acres	4.5 acres	1.98 acres	-	-
Trails: 0.25 miles/1000	0.149 miles	0.225 miles	0.10 miles	-	-

Parks and Recreation (continued)				
Alternative 1 Project Sponsor's Preferred Alternative with Office	Alternative 2 Project Sponsor's Preferred Alternative without Office	Alternative 3 Lower Intensity Mixed Use Alternative	Alternative 4 All Retail Alternative	Alternative 5 No Action Alternative
<p><b>Revenue Impacts:</b></p> <p>The estimated revenue that would be foregone with loss of the LAC over the 10-year period from 2009 through the end of the interlocal agreement is estimated to be \$1,444,600. Estimated expenditures during this same period would be \$986,530.</p> <p><b>Administrative Impacts:</b></p> <p>With demolition of the field house/office, the City has lost the ability to house recreation department staff at the site. This would be considered a moderate impact.</p> <p>Overall, without mitigation, the Proposed Action would result in significant impacts.</p> <p><b>Mitigating Measures</b></p> <p><b>Measures Proposed by the Project Sponsor:</b></p> <p>The Edmonds School District has built replacement athletic facilities at the new high school site, outside existing City limits. Distance from the Lynnwood community, compounded by circuitous access for many City residents, higher costs to the City, and less than suitable facilities are some of the factors that off-set relocation of activities as an option to mitigate the loss of the LAC.</p>				

<b>Parks and Recreation (continued)</b>				
<u>Alternative 1</u> Project Sponsor's Preferred Alternative with Office	<u>Alternative 2</u> Project Sponsor's Preferred Alternative without Office	<u>Alternative 3</u> Lower Intensity Mixed Use Alternative	<u>Alternative 4</u> All Retail Alternative	<u>Alternative 5</u> No Action Alternative
<p><b>Measures Needed to Mitigate Impacts:</b></p> <p>The intent of the mitigation shall be to provide for acquisition and development of replacement recreation facilities within the City that provide utility equivalent to the existing complex, the same level of accessibility to Lynnwood residents, the same programs and activities, and the same level of City managerial control.</p> <p>Individual measures that should be considered include:</p> <ul style="list-style-type: none"> <li>• Incorporate open space, a trail for walking and jogging in the design and layout of the proposed development on the existing site, and a connection to the Interurban Trail.</li> <li>• Provide a monetary or in-kind contribution to the City allowing for the replacement and/or enhancement of substitute parks and recreation resources.</li> <li>• Develop additional facilities near Alderwood Mall to accommodate casual users.</li> <li>• Compensate the City for the loss of its capital investment.</li> <li>• Improve facilities owned by the District within Lynnwood and contract with the City to provide equivalency in terms of utilization and management.</li> </ul>				

<b>Parks and Recreation (continued)</b>				
<u>Alternative 1</u> Project Sponsor's Preferred Alternative with Office	<u>Alternative 2</u> Project Sponsor's Preferred Alternative without Office	<u>Alternative 3</u> Lower Intensity Mixed Use Alternative	<u>Alternative 4</u> All Retail Alternative	<u>Alternative 5</u> No Action Alternative
<p><b>Significant Unavoidable Adverse Impacts</b></p> <p>The parks and recreation experience as it existed prior to the demolition would be unavoidably affected regardless of what mitigation is prescribed. The extent to which the impact is significant depends upon mitigation. If replacement facilities of equivalent utility, value, and location are provided within the City, the impact would likely be minor to moderate; there would not be significant unavoidable adverse impacts on parks and recreation in this case. If replacement facilities are not of equivalent utility, value, and location, the level of impact would be significant.</p>				

Transportation				
Alternative 1 Project Sponsor's Preferred Alternative with Office	Alternative 2 Project Sponsor's Preferred Alternative without Office	Alternative 3 Lower Intensity Mixed Use Alternative	Alternative 4 All Retail Alternative	Alternative 5 No Action Alternative
<p><b>Overview of the Analysis</b></p> <p>Redevelopment of the former Lynnwood High School site would result in increased levels of trip generation at the site and increased traffic volumes on roads leading to/from the site. The analysis showed that this would result in some redistribution of background traffic to various arterial routes throughout the City, as some existing traffic on the roads near the site would shift to alternative routes in reaction to the increased congestion in the vicinity of the site.</p> <p>The traffic analysis for this EIS formed the basis for identifying roadway improvements, i.e., mitigation, that would accommodate the increased traffic and its distribution, while at the same time enabling the development alternatives to function adequately. Mitigating measures for each alternative were identified to generally restore the level of service (LOS) and traffic operations in the affected road system to a level equivalent to 2012 baseline conditions. Some unavoidable adverse impacts were also identified for which no mitigation was identified.</p> <p>Mitigation considered the relationship of the site's traffic needs to the City of Lynnwood's long-range plan for an extension of 33<sup>rd</sup> Avenue W, from 184<sup>th</sup> Street SW northward around the west and north perimeter of the site, and connecting to Alderwood Mall Parkway as the west extension of Maple Road. This planned but unfunded road is referred to as the "bypass". Three alternative bypass configurations were tested with Alternative 1 to determine the best configuration of road improvements for access to the proposed development consistent with the City's long-range plan for the surrounding area. They are:</p>				

Transportation (continued)				
Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
		<p><b>Configuration 1.</b> Without complete bypass -- a roadway configuration without a complete bypass was evaluated initially.</p> <ul style="list-style-type: none"> <li>• Add new signals at 30<sup>th</sup> Pl W, 1<sup>st</sup> Access, and 33<sup>rd</sup> Ave Ext. at 184<sup>th</sup> St SW</li> <li>• Add north leg at Nordstrom Dr</li> <li>• Right-in/right-out (RIRO) at 4<sup>th</sup> Access</li> </ul>		
<p>• = existing or proposed signal location</p>				
		<p><b>Configuration 2.</b> With complete bypass and with a connection to 30th Place W -- the 179th Street SW extension would terminate at 30th Place W.</p> <ul style="list-style-type: none"> <li>• Add new signals at 30<sup>th</sup> Pl W, 1<sup>st</sup> Access, 3<sup>rd</sup> Accesses, and 33<sup>rd</sup> Ave Ext. at 184<sup>th</sup> St SW</li> <li>• Add north leg at Nordstrom Dr</li> <li>• RIRO at 2<sup>nd</sup> and 4<sup>th</sup> Accesses</li> <li>• Alternatives 2-5 have the same configurations.</li> </ul>		

Transportation (continued)				
Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
		<p><b>Configuration 3.</b> With complete bypass and with 179<sup>th</sup> Street SW extended to Alderwood Mall Parkway (AMP) -- 30<sup>th</sup> Place W would not connect to the bypass.</p> <ul style="list-style-type: none"> <li>• Add new signals at AMP, 1<sup>st</sup> Access, 3<sup>rd</sup> Accesses, and 33rd Ave W Ext. at 184<sup>th</sup> St SW</li> <li>• Add north leg at Nordstrom Dr</li> <li>• RIRO at 2<sup>nd</sup> and 4<sup>th</sup> Accesses</li> </ul>		
<p>An analysis was carried out to determine what the impacts would be for Configuration 1 without the complete bypass (this analysis is documented in the <i>Transportation</i> section and is not summarized herein). It was determined that without the complete bypass, off-site impacts on nearby Alderwood Mall Parkway and on Maple Road would be quite large, and additional mitigation would involve environmentally difficult road widening. Therefore, two alternative configurations for a complete bypass, as shown above, were analyzed that would reduce or avoid these off-site impacts. The latter two versions differ in the manner of routing trips between nearby 179<sup>th</sup> Place SW and Alderwood Mall Parkway, with significant revisions to the operation and configuration of the key intersection at Alderwood Mall Parkway and Maple Road. Alternative 1 includes the complete bypass.</p> <p>In addition to Alternative 1, the four other alternatives were evaluated and compared to the Alternative 1. Each has less net trip generation than the Alternative 1 (Alternative 2 has higher gross trip generation); however, the required traffic mitigation is nearly the same as for the Alternative 1 in each case. The complete bypass would be required for each.</p>				

Transportation (continued)				
Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
<p><b>Potential Impacts</b></p> <p><b>Street System</b></p> <p>All alternatives have been assumed to add a new network of streets within the site and new connections to adjacent arterials, generate additional traffic on most roads in the study area, and include one of the two configurations of the bypass route. The bypass, which would be built as a 3-lane facility by the developer as a condition of approval, is an extension of 33<sup>rd</sup> Avenue W that is located on the former Lynnwood High School site. The extension would proceed from 184<sup>th</sup> Street SW northward along the site's west perimeter as 33<sup>rd</sup> Avenue W (which is coincident with the inferred location of 31st Place W), bend around the site's northwest corner, and proceed northeastward to Alderwood Mall Parkway as a west extension of Maple Road. Existing 30<sup>th</sup> Place W turns into alignment with Maple Road as it approaches Alderwood Mall Parkway. This part of 30<sup>th</sup> Place W would be truncated and realigned to intersect with the bypass at a new intersection approximately 200 feet west of Alderwood Mall Parkway. The 2012 analysis identifies a current need for two through lanes on the bypass plus left-turn provisions, which may be turn pockets at intersections or a continuous two-way left-turn lane. The bypass is evaluated as a component of the proposed development's access plan and as an element of the development's off-site mitigation. It would draw significant levels of background traffic into the bypass route and away from some other off-site roads. The road is designed so that the City may expand it to a 5-lane cross section, in the future, as required to address regional traffic growth.</p> <p>The City's long-range transportation plan includes a link between 179th Street SW and the new bypass roadway, and the intersection of these two roadways. This intersection would be at a location further to the west than the intersections of 30th Place W and the bypass roadway that are evaluated in this EIS. Funding of the future 179th Street SW link and intersection as well as widening the bypass roadway to five lanes would be funded by a future LID (as one possible tool) that would require the property owner's participation. The LID would likely have a large, but as yet, unspecified benefit area. It is anticipated that the subject site and a number of others would be included and thereby expected to participate to the extent that each is benefited. As a condition of approval it is anticipated that the project proponents will be required to record a "no protest agreement" with regards to the future LID (s) as described.</p>				

Transportation (continued)				
Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
<p><b>Bypass With 30<sup>th</sup> Place Retained:</b> The terminus of existing 30<sup>th</sup> Place W would be shifted to a 'tee' intersection with the bypass route about 200 feet west of Alderwood Mall Parkway. As a result, intersection improvements at Maple Road and Alderwood Mall Parkway would be needed as part of the bypass construction. The intersection improvements would include adding an additional lane on Maple Road between 30<sup>th</sup> Place W and Ash Way, and re-channelizing the eastbound and westbound approaches as one left-turn lane and two through and right-turn shared lanes. In addition, the southbound approach would need a separate right-turn pocket.</p> <p><b>Bypass With 179<sup>th</sup> Place Extended to Alderwood Mall Parkway:</b> The extension of 179<sup>th</sup> Place SW to 30<sup>th</sup> Place W would be further extended eastward from 30<sup>th</sup> Place W to connect with Alderwood Mall Parkway. 30<sup>th</sup> Place W would be removed from the road system south of 179<sup>th</sup> Place SW. The existing private driveway would remain. This road configuration would not require widening of Maple Road east of Alderwood Mall Parkway.</p> <p><b>Costco fueling station:</b> Queues on all days of the week in the PM peak hour should be six vehicles or less, which is less than the maximum queue storage capacity.</p> <p><b>Site Access and Circulation</b></p> <p>On-site streets, which would be private streets under all of the alternatives, are described below. Within the site, each of these would carry modest volumes requiring only one lane each way, except that a left-turn pocket is needed at most site access intersections at the perimeter of the site. One east-west road is proposed.</p> <p>The intersection of the '1<sup>st</sup> Access' with 33rd Avenue W Extension would be in all cases a "tee" intersection. Left-turn pockets are provided in the proposed site plan, and signalization is identified as a mitigation need.</p> <p>A new intersection would be formed where 33rd Avenue W Extension connects with 184<sup>th</sup> Street SW. This location is identified in site plans as signalized and channelized for left turns. North of this intersection, a two-lane section suffices due to minimal left-turn activity into the site from the north at the '2<sup>nd</sup> Access' and the '1<sup>st</sup> Access'.</p> <p>The existing intersection giving access to Alderwood Mall on 184<sup>th</sup> Street SW, located west of the '4<sup>th</sup> Access', would be modified to include a new fourth leg on the north side, giving access to the site. Signal controls would be modified, and</p>				

Transportation (continued)									
Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5					
<p>the site plan indicates two lanes in and two lanes out. Analysis indicates that two southbound lanes are desirable to split left turns from right turns, but the inbound direction does not require two lanes to serve the smaller inbound volume.</p> <p>A new street intersection is proposed on 184<sup>th</sup> Street SW west of the site's east boundary, as the '4<sup>th</sup> Access'. This location would not be signalized and would provide only right-turn movements in and out, to avoid conflict with the existing all-turns access driveway to the retail property east of the site and the left-turn traffic to Alderwood Mall west of the '4<sup>th</sup> Access'.</p> <p><b>182<sup>nd</sup> Street SW Connection:</b> The existing site access connection to existing 182<sup>nd</sup> Street SW would experience a large increase in use, which in turn would affect the unsignalized intersection at 182<sup>nd</sup> Street SW and Alderwood Mall Parkway.</p>									
<p><b>Traffic Volumes in 2012 (Bypass With 30<sup>th</sup> Place Retained)</b></p> <p><b>Trip Generation in PM Peak Hour:</b></p> <table border="1"> <tr> <td>2,971 gross trips 1,321 net trips</td> <td>3,177 gross trips 1,223 net trips</td> <td>2,432 gross trips 1,042 net trips</td> <td>1,745 gross trips 709 net trips</td> <td>1,183 gross trips 1,139 net trips</td> </tr> </table>					2,971 gross trips 1,321 net trips	3,177 gross trips 1,223 net trips	2,432 gross trips 1,042 net trips	1,745 gross trips 709 net trips	1,183 gross trips 1,139 net trips
2,971 gross trips 1,321 net trips	3,177 gross trips 1,223 net trips	2,432 gross trips 1,042 net trips	1,745 gross trips 709 net trips	1,183 gross trips 1,139 net trips					
<p><b>Trip Distribution (see Figures 3-19, 3-21, 3-23, 3-25, and 3-27 in the <i>Transportation</i> section):</b></p> <p>The largest proportion of site-generated travel would use the site's proposed '1st Access' where it connects to the bypass roadway. The next largest volumes would use the access points on 184<sup>th</sup> Street SW (the connection to the existing north entrance to Alderwood Mall, and '4th Access' near the site's east boundary). Smaller volumes would originate at the '2nd Access', '3rd Access', and at existing 182<sup>nd</sup> Street SW.</p>									

Transportation (continued)				
Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
<p>Off-site, the largest volume is oriented to/from areas north and east of the site, via Alderwood Mall Parkway and Maple Road. At the west side of the site, the majority of site trips would follow existing 33<sup>rd</sup> Avenue W southward to reach various destinations, including the City Center subarea and western areas of Lynnwood and beyond. Travel added to Alderwood Mall Parkway south of 184<sup>th</sup> Street would be oriented to areas east of Lynnwood via 196<sup>th</sup> Street SW or via Locust Way, and south of Lynnwood via I-5.</p> <p>Compared to the baseline volumes for 2012, the alternatives would add the following percentage volumes at selected locations (see Figures 3-19, 3-22, 3-24, 3-26, and 3-28 in the <i>Transportation</i> section):</p>				
<ul style="list-style-type: none"> <li>8 percent to Alderwood Mall Parkway north of Maple Road</li> <li>3 percent to Alderwood Mall Parkway south of 184<sup>th</sup> Street</li> <li>71 percent to 184th Street west of the site</li> </ul>	<ul style="list-style-type: none"> <li>8 percent to Alderwood Mall Parkway north of Maple Road</li> <li>3 percent to Alderwood Mall Parkway south of 184<sup>th</sup> Street</li> <li>72 percent to 184th Street west of the site</li> </ul>	<ul style="list-style-type: none"> <li>7 percent to Alderwood Mall Parkway north of Maple Road</li> <li>2 percent to Alderwood Mall Parkway south of 184<sup>th</sup> Street</li> <li>66 percent to 184th Street west of the site</li> </ul>	<ul style="list-style-type: none"> <li>5 percent to Alderwood Mall Parkway north of Maple Road</li> <li>1 percent to Alderwood Mall Parkway south of 184<sup>th</sup> Street</li> <li>48 percent to 184th Street west of the site</li> </ul>	<ul style="list-style-type: none"> <li>.9 percent to Alderwood Mall Parkway north of Maple Road</li> <li>14 percent to Alderwood Mall Parkway south of 184<sup>th</sup> Street</li> <li>45 percent to 184th Street west of the site</li> </ul>

Transportation (continued)				
Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
<p><b>Traffic Safety</b></p> <p>Accident totals would typically increase as traffic volumes increase; however, the overall accident rate per vehicle trip would not change unless congestion is significantly increased. Traffic mitigation has been identified for each alternative so that overall congestion levels would not increase for the study area as a whole, and the areawide accident rate is not expected to change. Therefore, although an increase in total future accidents is expected, it would not be a significant impact of any of the alternatives. Without mitigation, the unsignalized intersection at 182<sup>nd</sup> Street SW and Alderwood Mall Parkway would be vulnerable to increased accident potential.</p> <p><b>Traffic Impacts</b></p> <p>The traffic impacts on the affected street system are summarized below in terms of Level of Service changes at major intersections, and total travel delay in the study area and citywide. This analysis includes the complete bypass but does not include any off-site mitigation. As a result of including the complete bypass, all alternatives except Alternative 4 would have slightly higher total delay than the 2012 baseline condition but, overall, all alternatives would not violate the City's LOS standard; the proposed mitigation for each alternative should reduce the citywide delay equal to or less than the 2012 baseline condition.</p>				
<p>Traffic Impacts with 30<sup>th</sup> Place Retained</p> <p>Intersection Performance (see Table 3-14 in the <i>Transportation</i> section): No. of intersections with:</p> <p>LOS B – 6</p>	<p>Traffic Impacts with 30<sup>th</sup> Place Retained</p> <p>Intersection Performance (see Table 3-19 in the <i>Transportation</i> section): No. of intersections with:</p> <p>LOS B – 7</p>	<p>Traffic Impacts with 30<sup>th</sup> Place Retained</p> <p>Intersection Performance (see Table 3-20 in the <i>Transportation</i> section): No. of intersections with:</p> <p>LOS B – 6</p>	<p>Traffic Impacts with 30<sup>th</sup> Place Retained</p> <p>Intersection Performance (see Table 3-21 in the <i>Transportation</i> section): No. of intersections with:</p> <p>LOS B – 7</p>	<p>Traffic Impacts with 30<sup>th</sup> Place Retained</p> <p>Intersection Performance (see Table 3-22 in the <i>Transportation</i> section): No. of intersections with:</p> <p>LOS B – 7</p>

Transportation (continued)				
Alternative	Alternative 2	Alternative 3	Alternative 4	Alternative 5
LOS C – 5 LOS D – 5 LOS E – 0 LOS F – 5	LOS C – 4 LOS D – 4 LOS E – 1 LOS F – 5	LOS C – 5 LOS D – 4 LOS E – 1 LOS F – 5	LOS C – 5 LOS D – 3 LOS E – 1 LOS F – 5	LOS C – 4 LOS D – 4 LOS E – 1 LOS F – 5
Delay: 588 vehicle-hours of delay per PM peak hour in the study area; in the remainder of the citywide system, the delay would be 1,823 hours.	Delay: 578 vehicle-hours of delay per PM peak hour in the study area; in the remainder of the citywide system, the delay would be 1,830 hours.	Delay: 566 vehicle-hours of delay per PM peak hour in the study area; in the remainder of the citywide system, the delay would be 1,812 hours.	Delay: 457 vehicle-hours of delay per PM peak hour in the study area; in the remainder of the citywide system, the delay would be 1,805 hours.	Delay: 572 vehicle-hours of delay per PM peak hour in the study area; in the remainder of the citywide system, the delay would be 1,827 hours.
Citywide net delay: increase of 35 hours	Citywide net delay: increase of 33 hours	Citywide net delay: increase of 3 hours	Citywide net delay: decrease of 113 hours	Citywide net delay: increase of 24 hours

**Mitigating Measures Proposed by Proponent and Required by Regulation**

Traffic mitigating measures are summarized for Alternatives 1 through 5 that would restore queue ratios and delay measures to the levels predicted with the baseline case before site redevelopment. Different levels of mitigation are required depending on the configuration of the bypass that is chosen. The following table lists the mitigation configuration requirements for Alternative 1 with and without the bypass configuration options, and for Alternatives 2 through 5 with the bypass configuration options, accounting for all facilities around the perimeter of the site. The site-related locations, which are shown in **bold type**, require mitigations similar to those proposed by the Proponent; that is, completion of the three-lane bypass and provision of right-of-way to accommodate the City's future five-lane configuration. At all off-site perimeter locations, which are shown in regular type, most improvements are driven by the requirement to manage queue lengths at congested intersections to avoid queues spilling back to upstream intersections and resulting in significantly greater delays in the citywide road network (pursuant to Comprehensive Plan Policy T-21.4. The perimeter locations are integral parts of site access even though not contiguous with the site. In addition, mitigation requirements for the 'With Bypass and 30th Place W Retained' configuration are listed for the other four alternatives. All three portions of the Maple Road

**Transportation (continued)**

**Mitigation Requirements for Alternatives 1 through 5**

Location	Without Bypass	With Bypass and 179th Street Extended to AMP	Alternatives (with Bypass and 30th Place W Retained)				
	Alternative 1	Alternative 1	1	2	3	4	5
<b>Roadway Segments</b>							
<b>33<sup>rd</sup> Ave W Extension, 184<sup>th</sup> Street SW to 2<sup>nd</sup> Access</b>	2 lanes, plus two-way left-turn lane in the median	← same	← same	← same	← same	← same	← same
<b>33<sup>rd</sup> Ave W Extension, 2<sup>nd</sup> Access to 3<sup>rd</sup> Access</b>	Not Included	2 lanes, plus two-way left-turn lane in the median	← same	← same	← same	← same	← same
<b>Maple Road Extension, 3<sup>rd</sup> Access to 30<sup>th</sup> Pl. W</b>	2 lanes, plus two-way left-turn lane in the median	← same	← same	← same	← same	← same	← same
<b>Maple Road Extension, 30<sup>th</sup> Pl. W to Alderwood Mall Pkwy</b>	5 lanes <sup>1</sup>	4 lanes	6 lanes	← same	← same	← same	← same
Maple Road, Alderwood Mall Pkwy to Ash Way	Add WB second LT lane	Keep existing 4 lanes	Add WB thru lane	← same	← same	← same	← same
179 <sup>th</sup> St. SW Ext'n, 30 <sup>th</sup> Pl. W to Alderwood Mall Pkwy	Not Included	3 lanes	Not Included	← same	← same	← same	← same
196 <sup>th</sup> Street Corridor, 36 <sup>th</sup> Ave W to Alderwood Mall Pkwy	Corridor signal timing adjustment <sup>2</sup>	← same	← same	← same	← same	← same	← same
188 <sup>th</sup> Street SW, 33 <sup>rd</sup> Ave W to 36 <sup>th</sup> Ave W	Corridor signal timing adjustment <sup>2</sup>	← same	← same	← same	← same	← same	← same
<b>Intersections</b>							
Private Access Driveway, west of 30 <sup>th</sup> Pl. W.	Relocate driveway	Retain driveway in present location	Relocate driveway	← same	← same	← same	← same
<b>33<sup>rd</sup> Ave W Extension &amp; 184<sup>th</sup> Street SW</b>	New signalized intersection; 3 lanes x 5 lanes	← same	← same	← same	← same	← same	← same
<b>33<sup>rd</sup> Ave W Extension &amp; 1<sup>st</sup> Access</b>	Signalized, with LT storage on 1 <sup>st</sup> Access	← same	← same	← same	← same	← same	← same

Location	Without Bypass	With Bypass and 175th Street Extended to AMP	Alternatives (with Bypass and 30th Place W Retained)				
	Alternative 1	Alternative 1	1	2	3	4	5
#33 <sup>rd</sup> Ave W Extension & '2 <sup>nd</sup> Access'	Not an intersection	Unsignalized, Right-in/right-out 3 lanes x 2 lanes	← same	← same	← same	← same	← same
#3 <sup>rd</sup> Access' & Maple Road Extension	Not an intersection	Signalized, 3 lanes x 2 lanes	← same	← same	← same	← same	← same
#30 <sup>th</sup> Pl. W & Maple Road Extension	Reconstruct as 3 lane x 5 lane signal coordinated with adjacent intersection(s) <sup>1</sup>	Not an intersection	3 lane x 6 lane signal coordinated with adjacent intersection(s)	3 lane x 6 lane signal coordinated with adjacent intersection(s)	3 lane x 6 lane signal coordinated with adjacent intersection(s)	Reconstruct as 3 lane x 6 lane signal. Add south leg to the intersection, WB left-turn prohibited.	← same
182 <sup>nd</sup> Street SW & Alderwood Mall Pkwy	Prohibit left turns EB->NB, and no signal <sup>2</sup>	← same	← same	← same	← same	← same	← same
'4 <sup>th</sup> Access' & 184 <sup>th</sup> Street SW	Right-in/right-out	← same	← same	← same	← same	← same	← same
'Alderwood Mall Access' & 184 <sup>th</sup> Street SW	Signal modifications for north leg; 2 outbound lanes SB; 1 entering lane NB is OK on north leg	← same	← same	← same	← same	← same	← same
#Maple Road & Alderwood Mall Pkwy	Add EB, WB double LT lanes; Add SB right-turn lane; Add WB exiting lane	Add EB thru lane and SB right-turn lane; No WB exiting lane added	Add EB, WB thru lane and EB second left-turn; Add SB right-turn lane; add WB exiting lane	← same	← same	← same	← same
179 <sup>th</sup> Extension & 30 <sup>th</sup> Pl.	No change from Planned "Tee" int'n, stem to west (2x2, No signal)	Convert to "Tee" with stem to north (3x3, No signal)	No change from Planned "Tee" int'n, stem to west (2x2, No signal)	← same	← same	← same	← same
Maple Road & Ash Way	Prohibit left turns, or signalize, or close the intersection	← same	← same	← same	← same	← same	← same
#Alderwood Mall Access Intersection on 33 <sup>rd</sup> Avenue W, south of 184 <sup>th</sup> Street SW	No Action Required	Tolerate queues within Alderwood Mall site, or prohibit westbound left turns in peak hours	← same	← same	← same	← same	← same

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Location	Without Bypass	With Bypass and 175th Street Extended to AMP	Alternatives (with Bypass and 30th Place W Retained)				
	Alternative 1	Alternative 1	1	2	3	4	5
Net Citywide delay (vehicle-hours)	96	91	35	33	3	-113	24
Impact Fees by 2012 (million dollars)	\$2.7	\$2.7	\$2.7	\$2.5	\$2.1	\$1.4	\$2.3

<sup>1</sup> Proponent's site plan shows a lower level of improvement than the requirements listed here.

<sup>2</sup> City of Lynnwood prefers unsignalized for safety reasons (see text).

\* Included in transportation impact fee project list

Corridor signal timing adjustment: Assumes the City will periodically monitor and systematically adjust signal timings for the signalized intersection citywide.

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Transportation (continued)				
Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
<p>extension west of Alderwood Mall Parkway would require a greater level of improvement than the Proponent's site plan indicates in order to achieve acceptable traffic operation at the year of opening. All alternatives include construction of a 3-lane complete bypass around the site connecting 33<sup>rd</sup> Avenue West to Maple Road. The Proponent also would provide right-of-way for future expansion of the bypass to five lanes.</p> <p><b>Additional Mitigation Needed to Reduce Impacts</b></p> <p>Monitor potential congestion at the unsignalized access intersection to Alderwood Mall on 33<sup>rd</sup> Avenue W south of 184<sup>th</sup> Street SW, and consider traffic revision options. If the left-turn queues that develop in peak hours can be tolerated within the Alderwood Mall site, then no action is necessary. If queues become disruptive to circulation with the mall site, or if accident experience arises due to left-turn conflicts, then the outbound left turns at this location should be prohibited, either in peak hours only or potentially at all times.</p> <p><b>Transportation Impact Fees</b></p> <p>The City adopted a transportation impact fee program that requires that new development in the City that creates additional demand for public transportation facilities must pay for a proportionate share of the cost (impact fees) of the new facilities to serve the growth. The impact fees are determined according to the fee structure; estimated impact fees for the alternatives are shown at the bottom of the above table.</p> <p><b>Significant Unavoidable Adverse Impacts</b></p> <p>Mitigation would not eliminate all off-site queue storage issues, but in the unresolved cases there is no feasible way to further upgrade the affected roads. The same locations would be similarly affected by all versions of the bypass. A further increase in queue lengths would result at these locations with existing queue storage deficiencies, because no practical mitigation exists:</p> <ul style="list-style-type: none"> <li>• 196<sup>th</sup> Street SW and Alderwood Mall Parkway</li> <li>• 196<sup>th</sup> Street SW and 30<sup>th</sup> Place W</li> </ul>				

Transportation (continued)				
Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
<ul style="list-style-type: none"> <li>• 196<sup>th</sup> Street SW and Poplar Way W</li> </ul> <p>At the intersection of Beech Road SW and Alderwood Mall Parkway, a small increase in queue lengths for left-turn movements would result because signalization is not warranted and the available storage length is adequate to absorb the increase.</p> <p>At the intersection of the SR 525 Southbound off-ramp and Alderwood Mall Parkway, the intersection demand in all cases is over capacity, and signalization may be the most likely resolution. Signal Warrant 3 is satisfied for the 2012 baseline condition.</p> <p>Right-of-way acquisition on Maple Road and on Alderwood Mall Parkway would affect adjacent properties, including a portion of the project site in the southwest quadrant, existing wetlands in the southeast and northwest quadrants, and/or the existing gas station in the northeast quadrant of their intersection.</p> <p>Right-of-way acquisition on Maple Road and on Alderwood Mall Parkway would affect adjacent properties, including a portion of the project site in the southwest quadrant, existing wetlands in the southeast and northwest quadrants, and/or the existing gas station in the northeast quadrant of their intersection.</p> <p>It should be noted that the recommended mitigation for the bypass configuration with 30<sup>th</sup> Place retained would result in the least citywide delay compared to the scenario without the bypass and the scenario with bypass and 179<sup>th</sup> Extension to Alderwood Mall Parkway. The scenario with the bypass and 30<sup>th</sup> Place W retained is the preferable scenario; Alternatives 2 through 5 were evaluated with that same configuration (bypass and 30<sup>th</sup> Place W retained).</p>				

Water and Sewer				
Alternative 1 Project Sponsor's Preferred Alternative with Office	Alternative 2 Project Sponsor's Preferred Alternative without Office	Alternative 3 Lower Intensity Mixed Use Alternative	Alternative 4 All Retail Alternative	Alternative 5 No Action Alternative
<b>Potential Impacts</b>				
<b>Water:</b>				
<u>Water demand</u> would be approximately 267,000 gpd, which is approximately 232,000 gpd higher than the average water demand of the former high school. This level of consumptive use would not cause the City to exceed its contracted 10-mgd limit.	<u>Water demand</u> would be approximately 292,000 gpd. This level of consumptive use would not cause the City to exceed its contracted 10-mgd limit.	<u>Water demand</u> would be approximately 165,500 gpd. This level of consumptive use would not cause the City to exceed its contracted 10-mgd limit.	<u>Water demand</u> would be approximately 118,000 gpd. This level of consumptive use would not cause the City to exceed its contracted 10-mgd limit.	<u>Water demand</u> would be approximately 258,000 gpd. This level of consumptive use would not cause the City to exceed its contracted 10-mgd limit.
<u>Fire flow</u> requirements would run as high as 9,500 gpm without fire-resistive construction and 6,000 gpm with fire-resistive	<u>Fire flow</u> requirements are estimated to be as much as 8,500 gpm for the largest residential facility. Existing available fire flow is	<u>Fire flow</u> requirements are estimated to be as much as 9,000 gpm for the largest residential facility. Existing available fire flow is	<u>Fire flow</u> requirements are estimated to be as much as 7,500 gpm. Existing available fire flow is 3,500 gpm and planned	Existing <u>fire flow</u> does not appear adequate to meet the City's requirement, which is estimated to be as much as 5,000 gpm

Water and Sewer (continued)				
Alternative 1 Project Sponsor's Preferred Alternative with Office	Alternative 2 Project Sponsor's Preferred Alternative without Office	Alternative 3 Lower Intensity Mixed Use Alternative	Alternative 4 All Retail Alternative	Alternative 5 No Action Alternative
construction. Existing available fire flow is 3,500 gpm and planned improvements would increase it to 6,000 gpm. Additional improvements, potentially including a booster station, would be needed to go beyond 6,000 gpm.	3,500 gpm and planned improvements would increase it to 6,000 gpm. Additional improvements, potentially including a booster station, would be needed to go beyond 6,000 gpm.	3,500 gpm and planned improvements would increase it to 6,000 gpm. Additional improvements, potentially including a booster station, would be needed to go beyond 6,000 gpm.	improvements would increase it to 6,000 gpm. Additional improvements, potentially including a booster station, would be needed to go beyond 6,000 gpm.	for this alternative.
<u>Water quality</u> issues could arise if water service to the property is not designed to minimize stagnation caused by dead ends.	Same as Alternative 1.	Same as Alternative 1.	Same as Alternative 1.	Same as Alternative 1.
The seven-story medical office building would present potential issues with <u>water service pressure</u> (elevation may be above the existing design elevation), which	The eight-story mixed-use building would present potential issues with <u>water service pressure</u> , which would require an analysis of pressure adequacy prior to issuing	<u>Water service pressure</u> may be inadequate depending on building heights.	<u>Water service pressure</u> would be adequate.	<u>Water service pressure</u> would be adequate.

Water and Sewer (continued)				
Alternative 1 Project Sponsor's Preferred Alternative with Office	Alternative 2 Project Sponsor's Preferred Alternative without Office	Alternative 3 Lower Intensity Mixed Use Alternative	Alternative 4 All Retail Alternative	Alternative 5 No Action Alternative
<p>would require an analysis of pressure adequacy (and correction if needed) prior to issuing a building permit.</p> <p><b>Sewer:</b></p> <p>Alternative 1 would produce a peak-hour wastewater flow of 413 gpm. Other developments would contribute another 87 gpm of peak-hour flow, bringing the total peak-hour flow to Lift Station No. 4 to 500 gpm. Alternative 1 would exceed the existing capacity of the lift station (300 gpm) by 113 gpm.</p>	<p>a building permit.</p> <p>Alternative 2 would have a peak-hour wastewater flow rate of approximately 470 gpm. Other developments would contribute another 87 gpm of peak-hour flow, bringing the total peak-hour flow to Lift Station No. 4 to 557 gpm. Alternative 2 would exceed the existing capacity of the lift station (300 gpm) by 257 gpm.</p>	<p>Alternative 3 would have a peak-hour wastewater flow rate of approximately 246 gpm. Other developments would contribute another 87 gpm of peak-hour flow, bringing the total peak-hour flow to Lift Station No. 4 to 333 gpm. Alternative 3 would exceed the existing capacity of the lift station (300 gpm) by 33 gpm.</p>	<p>Alternative 4 would have a peak-hour wastewater flow rate of approximately 155 gpm. Other developments would contribute another 87 gpm of peak-hour flow, bringing the total peak-hour flow to Lift Station No. 4 to 242 gpm. Alternative 4 would <u>not</u> exceed the existing capacity of the lift station (300 gpm).</p>	<p>Alternative 5 would have a peak-hour sewer flow rate of approximately 320 gpm. Other developments would contribute another 87 gpm of peak-hour flow, bringing the total peak-hour flow to Lift Station No. 4 to 407 gpm.</p> <p>Alternative 5 would exceed the existing capacity of the lift station (300 gpm) by 107 gpm.</p>

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Water and Sewer (continued)				
Alternative 1 Project Sponsor's Preferred Alternative with Office	Alternative 2 Project Sponsor's Preferred Alternative without Office	Alternative 3 Lower Intensity Mixed Use Alternative	Alternative 4 All Retail Alternative	Alternative 5 No Action Alternative
<p>Alternative 1 would place additional demands on Lift Stations No. 4 and No. 8 that exceed their capacities. Both would need to be upgraded to serve Alternative 1 and other planned developments in the sewer basin.</p> <p>Flows from Alternative 1 will impact three Lift Station 10 design alternatives.</p> <p><b>Mitigating Measures</b></p> <p>A new 12-inch water line entering the site from the south would be needed to bring fire flow capacity up to 6,000 gpm.</p>	<p>Same as Alternative 1.</p> <p>A new water line would be needed to increase fire flow capacity.</p>	<p>Same as Alternative 1.</p> <p>A new water line would be needed to increase fire flow capacity.</p>	<p>The capacity of Lift Station 4 is adequate to serve the development.</p> <p>A new water line would be needed to increase fire flow capacity.</p>	<p>Same as Alternative 1.</p> <p>A new water line would be needed to increase fire flow capacity.</p>

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Water and Sewer (continued)				
Alternative 1 Project Sponsor's Preferred Alternative with Office	Alternative 2 Project Sponsor's Preferred Alternative without Office	Alternative 3 Lower Intensity Mixed Use Alternative	Alternative 4 All Retail Alternative	Alternative 5 No Action Alternative
Capacity upgrades to Lift Station Nos. 4 and 8 would be required. For Lift Station No. 10 the options are upgrading Lift Station 10's capacity, or building a new lift station at either Scriber Lake or 188 <sup>th</sup> Street SW and Highway 99 that would allow flows to be diverted from Lift Station 10. The cost of capacity upgrades would be apportioned proportional to benefits.	Same as Alternative 1.	Same as Alternative 1.	None.	Same as Alternative 1.
<p><b>Significant Unavoidable Adverse Impacts</b></p> <p>There would be no significant unavoidable adverse impacts to the City's water and sewer system infrastructure if the improvements described in this analysis are made.</p>				

Light and Glare				
Alternative 1 Project Sponsor's Preferred Alternative with Office	Alternative 2 Project Sponsor's Preferred Alternative without Office	Alternative 3 Lower Intensity Mixed Use Alternative	Alternative 4 All Retail Alternative	Alternative 5 No Action Alternative
<p><b>Potential Impacts</b></p> <p>A substantial amount of new light will be generated as a result of the installation of lighting fixtures at many locations on the site. Also, there will be an increase in vehicular lights noticeable at surrounding properties. These sources will result in the potential intrusion of light into homes in the area and night-time glare that illuminates the sky. A detailed lighting plan that will be included as part of the submittal for the Design Review Process will be designed so that no measureable foot-candles would be broadcast onto the adjoining properties. The plan likely will include the following lighting features:</p> <ul style="list-style-type: none"> <li>• Lighting would be installed along the internal roadways, parking lots, at building entrances, and at the fueling facility canopy.</li> <li>• Street lighting for the 33<sup>rd</sup> Avenue W extension would most likely be located more than 80 feet from the west property line and approximately 160 feet from residences. Also, there would be an approximate 45-foot elevation difference between the site and residences.</li> <li>• Roadway and parking lot lighting that is not part of the new 33<sup>rd</sup> Avenue W extension would be set back a minimum of 200 feet from the west property line. It would likely include cut off luminaires on poles using metal halide light sources with a maximum height of 30 feet; initial light levels would be in the 2- to 5-foot-candle range.</li> <li>• Lighting proposed for the mixed-use portion of the site includes pedestrian, security, and plaza lighting. Pedestrian lighting and pedestrian-scale lighting in plaza areas would not exceed 16 feet in height. Some lighting would be attached to buildings and structured parking as needed.</li> <li>• Lighting associated with the Costco Wholesale fueling facility would be semi-recessed into the canopy and provide lighting both during operating hours and a lower level of security lighting after hours.</li> </ul>				

Light and Glare (continued)				
Alternative 1 Project Sponsor's Preferred Alternative with Office	Alternative 2 Project Sponsor's Preferred Alternative without Office	Alternative 3 Lower Intensity Mixed Use Alternative	Alternative 4 All Retail Alternative	Alternative 5 No Action Alternative
<ul style="list-style-type: none"> <li>Costco Wholesale lighting for the fueling facility canopy lighting, building mounted lighting, and parking lot lighting would be approximately 200 feet from the north property line based on preliminary design.</li> <li>All Costco Wholesale signs will be illuminated by light fixtures directed at the signs, which will reduce light spillage and minimize glare. No lighted freestanding signs or internally illuminated building signs are proposed</li> <li>Lamp sizes are anticipated to vary from 250 to 1,000 watts.</li> <li>Luminaires will be equipped with full cut-off fixtures and shielding/reflectors to shield lighting from residential areas to the west and north that are located above the horizontal surface.</li> <li>Proposed materials for buildings in the mixed-use portion of the development will include wood, brick, concrete masonry units, concrete, metal, composite panels, and glass. Metal finish will be brushed, colored, or muted to minimize reflectance and glare; no mirrored glass will be used.</li> <li>Costco Wholesale intends to use multiple materials with varying colors, textures and patterns including finished concrete, masonry units, structural steel, metal siding panels, and stucco type finishes. Earth tone and muted colors would be used to minimize reflection and glare.</li> </ul> <p>Impacts are expected to be minor.</p>				

Light and Glare (continued)				
Alternative 1 Project Sponsor's Preferred Alternative with Office	Alternative 2 Project Sponsor's Preferred Alternative without Office	Alternative 3 Lower Intensity Mixed Use Alternative	Alternative 4 All Retail Alternative	Alternative 5 No Action Alternative
<p><b><u>Mitigating Measures</u></b></p> <p>Lighting design will comply with the Illuminating Engineering Society of North America's <i>Recommended Practices and Design Guidelines</i> and with the City's Project Design Review process. Specific measures identified at this time include:</p> <ul style="list-style-type: none"> <li>Shielding of lights, the directing of light toward the ground, internal lighting of signs, and automatic lighting cut-offs in areas of intermittent use.</li> <li>Costco Wholesale proposes use of a remote energy management controller to monitor and control lighting from a central location, or by onsite controls.</li> <li>Use of metal halide lamps to provide a color-corrected white light and a higher level of perceived brightness with less energy.</li> <li>All site lighting will use either metal halide or low-pressure sodium lights with cut-off fixtures, and luminaires will be fully shielded.</li> <li>Canopy lighting for the proposed fueling facility will be fully shielded.</li> </ul> <p><b><u>Significant Unavoidable Adverse Impacts</u></b></p> <p>No significant unavoidable adverse earth impacts are expected to occur. There will be "night sky" illumination effects even with mitigating measures.</p>				

This information is referenced in the 2006 Comprehensive Plan and Rezone documents, and the 2012 *Final Environmental Impact Statement Comprehensive Plan Amendment and Zoning Map and Text Amendment for Lynnwood Crossing Mixed-Use Project* (March 2012, City of Lynnwood).

**C. Can the proposal be accommodated by all applicable public services and facilities, including transportation?**

The City of Lynnwood provides water and sewer services within established service areas that include the property associated with The Proposal development. Existing facilities serving this site are discussed below.

The former Lynnwood High School site is served by a single 8-inch water line entering the site from the west. Modeling of the water system during the development of the Water System Plan (Gray & Osborne, 2005) showed that water service to this site was limited by a fire flow deficiency at the high school. Per the City's standards, this site requires a fire flow of 5,000 gallons per minute (gpm), but with a single 8-inch line serving the site, the available fire flow is 3,500 gpm. In its Water System Plan, the City identified a need for a 12-inch water main that would come into the site from the south and create a looped system that would increase fire flow to above 5,000 gpm (modeling indicates this improvement would bring fire flow to over 6,000 gpm). The need for this improvement is identified in the City's water system capital improvement program (CIP) but it was not completed due to the prospective high school relocation. The estimated cost of this improvement in 2011 dollars is \$316,000.

Wastewater from the high school discharged to an 8-inch gravity sewer on the northeast corner of the site. This gravity sewer discharges to Lift Station No. 4. Analysis of future flows to this lift station in the City's Wastewater Comprehensive Plan (Gray & Osborne, 2006) showed that the lift station had a peak-hour capacity of 300 gpm and projected peak flows to this lift station for the year 2023 were 71 gpm. Therefore, no improvements to the lift station were proposed in the City's sewer system CIP.

Because the City purchases all of its potable water from the Alderwood Water and Wastewater District (AWWD) and the AWWD receives its water from the City of Everett's surface water filtration plant, the City of Lynnwood's responsibilities for testing and maintaining water quality are limited to testing for coliform bacteria, residual chlorine, and disinfection byproducts in the City's distribution system. The City currently has no water quality deficiencies associated with its water system.

Per Washington State Department of Health (DOH) standards, the City must maintain a minimum pressure of 30 pounds per square inch (psi) in its distribution system during normal operations and 20 psi during fire flow events.

The City of Lynnwood has adopted the International Fire Code (IFC) as its fire code. The IFC is based on the Insurance Services Office (ISO) Guide for Determination of Needed Fire Flow (ISO, May 2008). ISO guidelines utilize a formula for determining fire flow that considers factors such as building area, type of construction (including building height), type of occupancy, and the influence of adjoining and connected buildings. The existing system can provide a maximum fire flow of 3,500 gpm.

The City is not expected to exceed the 10 mgd maximum day limit within the planning period of its current Water System Plan (planning period ends 2023). Even with projected demands from the Alderwood Mall expansion and City Center development, year 2023 average day demand is projected to be 5.27 mgd.

The City of Lynnwood's level of service for its sewer system is based on the Washington Department of Ecology Criteria for Sewage Works Design (State of Washington, 1998). These criteria establish minimum design standards for sewage collection and treatment systems. The City has identified no deficiencies for its sewer system serving the existing Lynnwood High School site in its 2006 Wastewater Comprehensive Plan.

Redevelopment of the Lynnwood High School site would result in increased levels of trip generation at the site and increased traffic volumes on roads leading to/from the site. Modeling showed that this would also result in some redistribution of background traffic to various arterial routes throughout the City of Lynnwood, as some existing traffic on the roads near the site shifts to alternative routes in reaction to the increased congestion in the vicinity of the site and the availability of new roads crossing the site.

Mitigating measures were identified to generally restore the level of service (LOS) and traffic operations on the affected road system to a level equivalent to the 2012 baseline conditions.

### **Impacts**

Potential water system impacts of The Proposal include a potentially high water demand due to additional consumptive water use as well as a potential for increased fire flow requirements. Potential sewer system impacts of The Proposal include higher wastewater flows from the site that would affect the downstream collection system.

Impacts to two lift stations, Lift Stations No. 4 and No. 8, were evaluated. Lift Station No. 4 is the lift station that receives all the flows from the former high school site. Additional wastewater contributions to Lift Station No. 4 will come from other developments including a proposed 250-room hotel and some residential development. System upgrades are proposed to increase capacity regardless of the redevelopment of the former Lynnwood High School property.

The capacity of Lift Station No. 4 is identified as 300 gpm in Table 7-3 of the City's 2006 Wastewater Comprehensive Plan. The projected peak-hour flow to this lift station was previously projected to be 0.102 mgd (70.8 gpm) and, therefore, no improvements to this lift station have been identified in the City's Sewer CIP.

The Proposal is estimated to produce a peak-hour flow of 413 gpm for the entire development. This would exceed the existing capacity of the lift station by 113 gpm. When other wastewater contributions are added to the projected flow from the new development, the total peak-hour flow is 500 gpm, which is 200 gpm over the existing lift station capacity.

In the 2006 City of Lynnwood Wastewater Comprehensive Plan, it was determined that Lift Station No. 8 had a capacity of 600 gpm and did not have sufficient capacity to handle future predicted peak-hour flow of 1.5 mgd (1,040 gpm). The 1.5-mgd projected peak-hour flow assumed a peak flow from Lift Station No. 4 of approximately 90 gpm. As a result of the redevelopment within the Lift Station No. 4 basin, the capacity of Lift Station No. 8 would need to be increased by approximately 410 gpm (0.590 mgd) to approximately 2.1 mgd.

According to City staff, Lift Station No. 8 improvements are under design to address needed system improvements. The additional flows from Lift Station No. 4 will need to be considered in the upgrades to Lift Station No. 8.

Lift Station No. 10 is downstream of Lift Station No. 8. Lift Station No. 10 has a capacity of 6,000 gpm. The additional flows from The Proposal would represent about 7 percent of Lift Station No. 10's current capacity. The City is currently evaluating three alternatives to address future capacity requirements at Lift Station No. 10. These alternatives include upgrading Lift Station No. 10, building a new lift station at Scriber Lake, and building a new lift station at 188th Street SW and Highway 99. The latter two alternatives involve the construction of a new lift station that would allow flows to be diverted from Lift Station No. 10 so that it can continue to operate within its existing capacity of 6,000 gpm without an upgrade. Preliminary cost estimates indicate that these three alternatives are all comparable in cost (between \$5.8 and \$6.2 million in 2011 dollars).

The City will need to perform a detailed cost-benefit analysis to determine which of the three alternatives would be the most cost-effective solution when the additional flows from The Proposal are considered in the design. System improvements are needed regardless of the development Proposal and the incremental demands created from the development of the former Lynnwood High School property.

The Proposal would place additional demands on Lift Stations No. 4 and No. 8 that exceed their capacities. Both lift stations would need to be upgraded to

serve both The Proposal as well as other planned developments in the same sewer basin.

The major traffic impacts of the proposed development occur on city arterials and state high-ways bounded by 36th Avenue West on the west, Interstate 5 (I-5) on the east, 172nd Street SW on the north, and 204th Street SW on the south. Roads and intersections within this study area were evaluated systematically and in detail for traffic operations using Trafficware's SYNCHRO analysis software. Additional locations beyond this primary study area would be affected to a small degree by the proposed development, whether directly or indirectly, and are accounted for as a group rather than individually.

Traffic volumes and associated measures of traffic operations and safety are all based on the forecast year 2012 as the baseline.

The Proposal includes the extension of existing 179th Street SW eastward from its existing temporary terminus near 32nd Avenue W via an extension as 179th Street SW to a new terminus at 30th Place W. This extension is a street improvement to be constructed as part of a residential development (preliminary plat) that was approved by the City on October 8, 2007. When completed, this collector arterial will provide a new east-west connection across Lynnwood following Maple Road from 44th Avenue W eastward to 36th Avenue W, and then following 179th Street SW east of 36th Avenue W to 30th Place W. Continuing via existing 30th Place W southward and eastward, this route will provide a new east-west path to Alderwood Mall Parkway, terminating at the existing intersection with Maple Road. This new connection will serve traffic to/from SR 525, to/from areas east of I-5 via Maple Road, and to/from the Alderwood Mall regional shopping area. Although 179th Street SW Extension will not likely be completed by 2012, it is included as part of the network background assumptions for the analysis.

The 179th Street SW Extension would attract substantial east-west traffic that would travel via the intersection of 30th Place W and Maple Road. Without the 179th Street SW Extension, east-west traffic would instead use the bypass, 184th Street SW, and 36th Avenue W to reach its destination. It is expected more intersections along the bypass, 184th Street W, and 36th Avenue W would be affected by east-west traffic with-out the 179th Street SW Extension. The inclusion of the 179th Street SW Extension represents a worst-case condition for the intersection of 30th Place W and Maple Road and the intersection of Alderwood Mall Parkway and Maple Road due to the short distance between these two intersections. A three-lane segment for 30th Place W between the 179th Street SW Extension and the bypass is required due to expected large left-turn traffic from 30th Place W onto the bypass.

Improvements to the intersection of 36th Avenue W with Maple Road / 179th Street SW will be needed to manage the additional east-west traffic that results.

A roundabout option and a signal option are currently being designed. However, the City of Lynnwood has not yet been made a final decision regarding which improvement is going to be constructed.

The baseline 2012 network analysis does not include the City's planned bypass route (33rd Avenue W Extension) around the site of the former Lynnwood High School. This route in the City's long-range plans is included in the City's impact fee program. The developer has indicated that they will reserve right-of-way for the City's ultimate five-lane configuration and will construct a three-lane configuration at the time of project opening; the right-of-way requirements would necessitate transfer of ownership of the right-of-way from the School District to the City.

### **Mitigation**

The developer understands that capacity improvements to the system are needed to accommodate redevelopment of the former Lynnwood High School property. The developer has identified improvements to the water system that will potentially meet the City's requirements. However, no improvements to the sewer system have been proposed by the developer pending further analysis.

In order to provide fire flow to the site, improvements would be needed. The proposed improvements to bring water service to the site will bring fire flow capacity up to 6,000 gpm. The water line would also create a loop to serve the site.

Depending on the type and size of the structure, additional water system improvements may be needed to achieve higher fire flows (as high as 9,500 gpm) and achieve adequate pressures for tall structures. Fire resistive building materials and building fire suppression systems such as sprinklers would potentially be needed to reduce fire flow requirements to 6,000 gpm or less. A water booster station may be needed to achieve minimum pressures in tall buildings.

In order to support the additional sewer flows expected from the site, improvements to two lift stations (No. 4 and No. 8) would be needed. The additional flows from Lift Station No. 4 would also need to be considered in evaluating alternatives to address capacity issues in Lift Station No. 10.

The City would need to consult with the DOH and Ecology to verify that no amendments are needed to the 2005 Water System Plan and the 2006 Wastewater Plan to cover the proposed development. Since the City can serve this development within its existing agreement with AWWD and no additional water rights are required, limited regulatory oversight is anticipated. However, the City may be required to provide an engineering report to DOH showing how water service can be provided to the new development to maintain proper system pressures and fire flow.

The City would impose appropriate water and sewer connection fees for the development. The City and the developer would need to equitably partition the costs of offsite water and sewer improvements based on the incremental capacity requirements and resulting benefits of the improvements.

Because some of the sewer improvements would be needed to support other system development within the Lift Station No. 4 basin, cost partitioning would need to involve the developer(s) for other development(s) within the basin. Cost partitioning would also need to be assessed for the Lift Station No. 8 and No. 10 improvements.

If appropriate improvements are made to the water system and sewer system as described in the previous analysis, there would be no adverse impacts to the City's water and sewer system infrastructure.

The Proposal would add new points of access to existing arterials, and generate additional traffic on most roads in the study area. The developer has incorporated into the site plan a right-of-way allowance to permit the future completion of the bypass route, by others, as a five-lane road. This is to comply with the City's long-range transportation plans. At the time of opening, the developer would construct three lanes.

The mitigation improvements described above would not eliminate all off-site queue storage issues, but in the unresolved cases there is no feasible way to further upgrade the affected roads. The same locations would be similarly affected by all versions of the bypass.

A further increase in queue lengths would result at these locations with existing queue storage deficiencies, because no practical mitigation exists:

- 196th Street SW and Alderwood Mall Parkway
- 196th Street SW and 30th Place W
- 196th Street SW and Poplar Way W

At the intersection of Beech Road SW and Alderwood Mall Parkway, a small increase in queue lengths for left-turn movements would result because signalization is not warranted and the available storage length is adequate to absorb the increase.

At the intersection of the SR 525 Southbound off-ramp and Alderwood Mall Parkway, the intersection demand in all cases is over capacity, and signalization may be the most likely resolution. Signal Warrant 3 is satisfied for the 2012 baseline condition.

Right-of-way acquisition on Maple Road and on Alderwood Mall Parkway would affect adjacent properties, including a portion of the project site in the southwest

quadrant, existing wetlands in the southeast and northwest quadrants, and/or the existing gas station in the northeast quadrant of their intersection.

It should be noted that the recommended mitigation for the bypass configuration with 30th Place retained would result in the least citywide delay compared to the scenario without the bypass and the scenario with bypass and 179th Extension to Alderwood Mall Parkway.

This information is referenced in the 2012 *Final Environmental Impact Statement Comprehensive Plan Amendment and Zoning Map and Text Amendment for Lynnwood Crossing Mixed-Use Project (March 2012, City of Lynnwood)*. See Lynnwood Place Site Plan for additional information.

***D. Can the proposal help implement the goals and policies of the Lynnwood Comprehensive Plan?***

See previously referenced Lynnwood Comprehensive Plan Policies above (2A) in LMC 18.04.070.A for The Proposal's compliance with goals and policies of the Lynnwood Comprehensive Plan.

***E. Could the proposal have significant impacts beyond the Lynnwood city limits?***

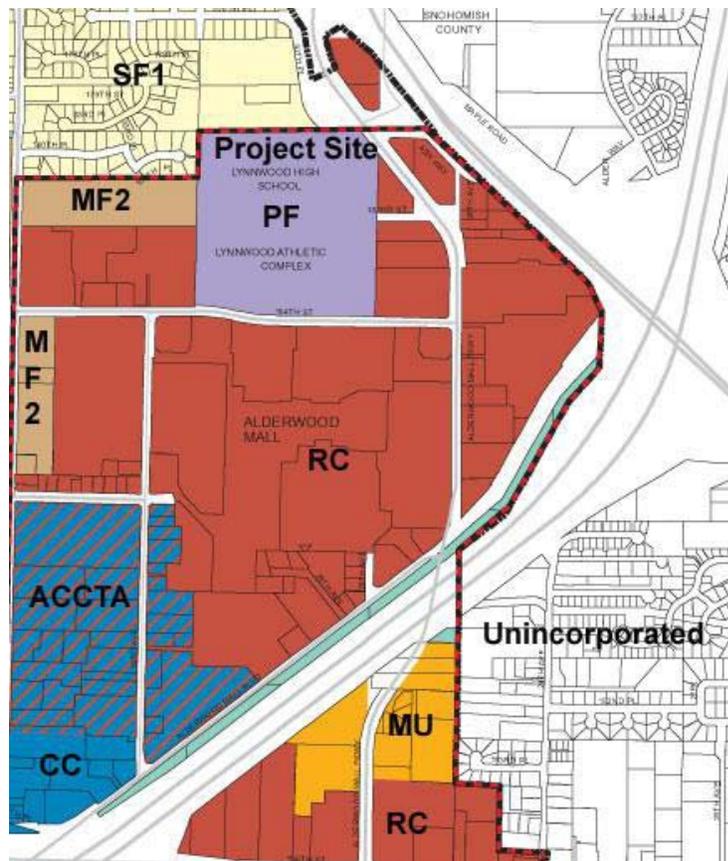
The project is not expected to have significant impacts beyond the Lynnwood city limits.

# Attachment 2 August 2012

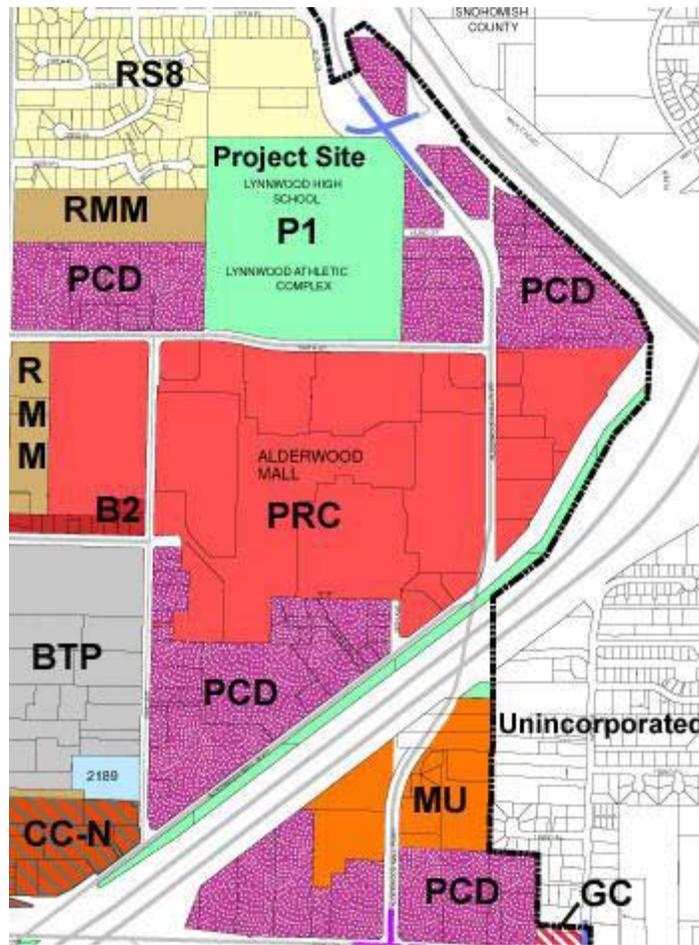
## Comprehensive Plan Amendment Application – Map Amendment

### **3. Maps and related information showing the subject property, existing uses and improvements, and its relationship to surrounding streets and lots.**

See also submitted 2006 site survey sheets 1-12. In general, commercial land uses dominate the area to the southwest, south and east and residential uses to the north and northwest. Surrounding land uses include Alderwood Mall to the south and Alderwood Crossing shopping center, Marriott Residence Inn, and The Keg Restaurant to the east. Single-family and multi-family residential uses abut and lie to the north and northwest of the site, and the H-Mart store (formerly Mervyn's Department store) abuts the southwest side of the site. Two single-family residences, somewhat isolated, are situated between Alderwood Mall Parkway and SR 525 opposite 182nd Street SW.



SF1 – Low Density Single Family PF – Public Facilities  
MF2 – Medium Density Multi Family CC – City Center  
MU – Mixed Use ACCTA – Alderwood-City  
RC – Regional Commercial Center Transition



RS8 – Residential 8400 SF P1 – Public & Semi-Public  
 RMM – Multiple Residential Med. Density CC-N – City Center North  
 PCD – Planned Commercial Development MU – Mixed Use  
 PRC – Planned Regional Center CG – General Commercial  
 BTP – Business/Technical Park B2 – Limited Business

The area east of SR 525 is in unincorporated Snohomish County but within Lynnwood’s Municipal Urban Growth Area (MUGA). Thus, that area is within the City’s planning area although comprehensive planning and development permitting remain the responsibility of the County at this time. The City adopted a future land use map for this area in September 2009. The portion of the MUGA closest to the site (i.e., at the base of the “V” between SR 525 and I-5) is designated by the City for parks/recreation/open space and residential uses. Much of the area to the north (approaching and along 164th St. SW), including that abutting Alderwood Mall Parkway, is designated for mixed-use urban center and commercial and business/technical park use. These designations are generally consistent with the County’s “Urban Center”, “Commercial”, and “Industrial” land use designations. Indicative of the intensification of land use in the MUGA is the completion of Northpointe, a commercial center that includes a 218,000-square-foot Fred Meyer and smaller retail spaces. This development is

located at the southwest corner of the intersection of Alderwood Mall Parkway and 164th Street SW less than one mile from the site.

The City has also adopted a City Center plan to guide development of an area south-west of Alderwood Mall. The City Center is anchored by the area generally known as the “Lynnwood Triangle”, bounded by 44th Avenue W, 196th Street SW, and I-5, but also includes parcels along the west side of 44th Avenue W, the north side of 196th Street SW, and along 33rd Avenue W. The City Center Subarea Plan calls for redevelopment of the area into an urban center for Lynnwood with mixed uses at more intensive levels than are present today. The City Center is expected to absorb much of Lynnwood’s office and residential growth in the next two decades, including high-density residential use.

The City has also designated an Alderwood-City Center Transition Area (ACCTA) that is intended to provide for a transition between Alderwood Mall and the City Center. This Transition Area will contain a mix of land uses that complements these two areas but is at a lower intensity to minimize impacts on the residential area to the west (across 36th Avenue W). Principal uses are offices, retail (excluding big-box stores), restaurants, services, and multiple family residences (as part of a mixed-use development). This land use category applies to the properties between Alderwood Mall and the City Center and east of 36th Avenue W.